ORIGINAL

Aircraft Accident Package
ZOB-ARTCC-287
UAL93 (N591UA) B757
September 11, 2201 1403 UTC
Destroy Date: September 11, 2006

Section 1.

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ZOB-ARTCC-287
UAL93

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Section 2.

FAA Form 8020-6, Report of Aircraft Accident, and
FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE September 26, 2001	REPORT NO. ZOB-ARTCC-287
	NAME OF REPORTING FACILITY Newark ATCT (EWR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

September 11, 2001

ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1150 - UAL93 contacted Flow Control and was advised to advise when ready for pushback.

1204 - UAL93 advised ready to taxi and was advised to monitor Ground Control frequency.

1209 - Ground Control issued taxi instructions to runway 4L for UAL93.

1221 - Ground Control instructed UAL93 to monitor Local Control frequency.

1241 - UAL93 was issued clearance for takeoff.

1242 - UAL93 was instructed to contact departure control.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT**	REPORT DATE October 5, 2001	REPORT NO. ZOB-ARTCC-287
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1243 UAL93 departed Newark Runway 22R. UAL93 reports leaving fourteen hundred climbing to twenty five hundred. The NEWARK DEPARTURE controller (EWRD) radar identifies UAL93, instructs UAL93 to climb and maintain eight thousand feet, and turn left to a three three zero degree heading vectors to ELIOT

1243 EWRD instructs UAL93 to turn further left to a two eight zero degree heading ,

1244 EWRD instructs UAL93 to climb and maintain ten thousand feet.

1245 EWRD instructs UAL93 not to exceed two five zero knots.

1246 EWRD instructs UAL93 to resume normal speed and contact departure on one three five point three five.

1246 UAL93 reports on the LIBERTY WEST (LIBW) frequency and instructed to climb and maintain one four thousand.

1248 LIBW instructs UAL93 to turn right to a three one zero degree heading, climb and maintain one six thousand.

1249 LIBW instructs UAL93 to climb and maintain one seven thousand and go direct to ELIOT.

1250 LIBW instructs UAL93 to contact New York Center on one three two point one.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE October 4, 2001	REPORT NO. ZOB-ARTCC-287
	NAME OF REPORTING FACILITY New York ARTCC (ZNY)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1243:47 - R39 accepts handoff on UAL93.

1250:57 - UAL93 checks on sector 39's frequency, is issued and acknowledges climb clearance to 17,000 feet.

1251:08 - UAL93 is issued and acknowledges climb clearance to FL280.

1254:09 - UAL93 is issued and acknowledges direct DIMMO intersection.

1254:52 - UAL93 is issued and acknowledges frequency change to 132.87.

1255:06 - UAL93 checks on sector 73's frequency climbing out of FL255 for FL280.

1257:12 - UAL93 is issued and acknowledges climb to FL350.

1322:39 - UAL93 advises it is picking up some light chop and requests any ride reports from the sector 73 Certified Professional Controller (CPC).

1322:44 - The R73 CPC advises UAL93 that is the first ride complaint he is aware of and issues UAL93 frequency change to Cleveland Center on 133.07.

1322:56 - UAL93 acknowledges frequency change of 133.07.

No More Follows

ZOB-ARTCC-287
N591UA (UAL93)

RIS: AT 8020-6

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE: December 6, 2001

REPORT: ZOB-ARTCC-287

NAME OF REPORTING FACILITY: CLEVELAND (ZOB) ARTCC

1. AIRCRAFT TYPE AND IDENTIFICATION	2. DATE/TIME OF ACCIDENT (GMT)	3. LOCATION OF ACCIDENT
B752, N591UA (UAL93)	September 11, 2001, 1403	Somerset, PA

4. NATURE OF ACCIDENT	5. TYPE OF FLIGHT
Aircraft crashed after being hijacked	Commercial- IFR Flight Plan

6. FLIGHT CREW

NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
Jason Dalhl	Pilot	Littleton, CO.			X
Leroy Homer	Co-Pilot	Manlton, NJ.			X

7. PASSENGER DATA (If available, list names, addresses, extent of injuries, and other information on continuation sheet.)

NUMBER ABOARD AIRCRAFT	NUMBER UNINJURED	NUMBER INJURED	NUMBER FATALITIES
45	0	0	45

8. AIRCRAFT DAMAGE	9. PROPERTY DAMAGE
Destroyed	Minimal

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS

Normal

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT
Johnstown 0954 EST: wind three zero zero at nine knots, visibility ten statute miles, sky clear, temperature sixteen, dew point twelve, altimeter three zero two nine. Remarks sea level pressure two five two, temperature fifteen point six, dew point twelve point two

REPORT JUST PRIOR TO ACCIDENT	DATE/TIME
Johnstown 0954 EST: wind three zero zero at nine knots, visibility ten statute miles, sky clear, temperature sixteen, dew point twelve, altimeter three zero two nine. Remarks sea level pressure two five two, temperature fifteen point six, dew point twelve point two	09/11/01 1354 UTC.

FIRST REPORT SUBSEQUENT TO ACCIDENT	DATE/TIME
Johnstown 1054 EST: wind three one zero at nine knots, visibility ten statute miles, sky clear, temperature seventeen, dew point thirteen, altimeter three zero two nine. Remarks sea level pressure two five two, temperature seventeen point two, dew point twelve point eight	09/11/01 1454 UTC.

12. ATS PERSONNEL INVOLVED

NAME		FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
David M. Norton	*(HD)	ZOB ARTCC	Franklin Radar	
Bradley L. Kennedy	(KB)	ZOB ARTCC	Franklin Radar Associate	
John L. Werth	(WH)	ZOB ARTCC	Lorain Radar	
David L. Leister	(LE)	ZOB ARTCC	Lorain Radar Associate	
Michael S. Zientarski	(ZM)	ZOB ARTCC	Lorain Radar Hand-Off	
Mark F. Saunders	(MS)	ZOB ARTCC	Lorain Radar Associate	
George W. Keaton	(VP)	ZOB-ARTCC	Imperial Radar	
Linda L. Justice	(LJ)	ZOB ARTCC	Imperial Radar Associate	
*(Operating Initials)				

13. SIGNATURE OF FACILITY CHIEF

Richard J. Kettell

RJ Kettell

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE December 6, 2001	REPORT NO. ZOB-ARTCC-287
	NAME OF REPORTING FACILITY CLEVELAND (ZOB) ARTCC	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1306- Cleveland ARTCC, Franklin (FKL) sector accepted the handoff on UAL93.

1318- FKL initiated a handoff on UAL93 to Cleveland ARTCC, Lorain (LOR) sector.

1323- UAL93 reported on frequency at FL350. FKL acknowledged.

1325- LOR accepted the handoff on UAL93. FKL issued UAL93 a frequency change. UAL93 acknowledged. UAL93 reported on frequency at FL350. LOR acknowledged.

1328- UAL93 descended without a clearance to FL343. Unintelligible comments came from UAL93.

1329- UAL93 climbed to FL350. FKL asked LOR if he was working UAL93 descending south of Chardon. LOR called UAL93 and asked him to verify at FL350. LOR asked UAL93 to verify at FL350. LOR called UAL93. LOR called UAL93.

1330- LOR asked UAL93 to ident.

1331- LOR pointed UAL93 out to Cleveland ARTCC, Ravenna (RAV) sector.

1334- UAL93 started a climb without a clearance.

1335- LOR asked UAL93 to squawk trip.

1339- Statement made on the frequency that there was a bomb on board and to stay in your seats. LOR asked UAL93 to verify that he had a bomb on board.

1340- LOR asked UAL93 to say again. LOR asked UAL93 to say again.

1341- UAL93's transponder disappears and the track went into coast. LOR called UAL93.

1345- LOR called UAL93. LOR called UAL93.

1346- LOR called UAL93. LOR called UAL93. LOR amended UAL93's equipment suffix to primary only. LOR called Cleveland ARTCC, Imperial (IRL) sector, asked him to select the primary option button and confirmed UAL93's position and unknown altitude. IRL acknowledged.

1347- LOR called UAL93. LOR pointed UAL93 out to Cleveland ARTCC, Allegheny (AGC) sector. LOR asked AGC to turn on the primary option button and handed UAL93 off to AGC.

1348- LOR called UAL93. AGC accepted the handoff on UAL93.

1356- IRL radar associate captured the hand off on UAL93 and rerouted UAL93 direct to Hagerstown direct to Washington National. IRL-RA handed UAL93 of to Washington ARTCC, W06 (W06) sector. Cleveland ARTCC, Westmoreland (WMD) sector asked N56856 if he could see UAL93. N56856 reported UAL93 insight at 075 to 080.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT	1. REPORT DATE December 6, 2001	2. REPORT NO. ZOB-ARTCC-287
	3. NAME OF REPORTING FACILITY CLEVELAND ARTC CENTER	

CHRONOLOGICAL SUMMARY OF FLIGHT

1358- IRL-RA took the handoff back. N56856 reported he could see the wings rocking and that the gear was down or he was looking at the engine pods.

1405- Gopher06 reported black smoke at his 9 o'clock position and 30 miles to the IRL sector.

1407- IHD asked N20VF if he could see the smoke. N20VF reported the smoke about 10 miles away.

1408- IHD requested N20VF fly to the site. N20VF acknowledged and flew to the site.

1411- N20VF gave IHD the coordinates of the site. IHD acknowledged.

12. ATS Personnel Involved.

Donald E. Lamoreaux	(DF)	ZOB-ARTCC	Westmoreland Radar
Brian C. Hanlon	(AZ)	ZOB-ARTCC	Westemoreland Radar Associate
Stacey Taylor	(ST)	ZOB-ARTCC	Indianhead Radar

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE	REPORT
October 16, 2001	ZOB-ARTCC-287
NAME OF REPORTING FACILITY: Indianapolis (ZID) ARTCC	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(including control or other services provided by ATS facilities, and emergency action taken.)*

September 11, 2001

ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1336 - Cleveland ARTCC, Loraine sector (LOR), call Indianapolis ARTCC, Lockbourne Sector Radar position (LCK R), and advised they would not accept any more aircraft due to a possible hijacked aircraft in their airspace.

1338 - (LOR) sector notified (LCK R) sector that south of the Dreyer Vortac (DJB) was beacon code 1527, which was UAL93. They advised the aircraft "was doing his own thing" and was being handled as an emergency. The crew's intentions were not known, but could be a possible hijack. They also stated the aircraft was climbing, heading south, and not in communication with anyone.

1339 - Cleveland ARTCC, Blufton sector (BFT), called Indianapolis ARTCC Lockbourne sector Radar Associate position (LCK RA). BFT advised beacon code 1527 (UAL93) was 20 miles south of DJB climbing without a clearance and may be comining toward Indianapolis airspace. BFT advised they did not have radio contact with the aircraft and there had been a report of screaming heard on the frequency.

No More Follows

Section 3.

Certified Indexes and Normal Services Statement

ZOB-ARTCC-287

UAL93

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement; Reference Aircraft Accident, UAL93; Somerset, PA; September 11, 2001

Date: September 26, 2001

From: Manager, Newark Tower

Reply to
Attn. of:

To: Cleveland ARTCC

All services provided by Newark Air Traffic Control Tower were normal and there were no pertinent transmissions.

Marion A. Jennings

Attachments
Certified Index
FAA Form 8020-6-1

ZOB-ARTCC-287
UAL93

CERTIFIED INDEX

September 26, 2001

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Forms 7230-10 (Local Control, Ground Control, Ground Control 2)
Personnel Log
FAA Form 8020-6-1
FAA Form 7230-7.2 Flight Progress Strip (Departure)
Certified Cassette Re-recordings (Local Control, Ground Control, Ground Control 2)
Partial Transcripts (Local Control, Ground Control, Ground Control 2)

Marion A. Jennings
Air Traffic Manager
Newark ATCT

ZOB-ARTCC-287
UAL93

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: Normal Service Statement; Reference Aircraft Accident; UAL93; Somerset, PA; September 11, 2001

Date: OCT 25 2001

From: Manager, New York TRACON, N90-1

Reply to
Attn. of:

To: Cleveland ARTCC

All services provided by New York TRACON were normal and there were no pertinent transmissions.

Loretta J. Martin

2 Attachments
Certified Index
FAA Form 8020-6-1

ZOB-ARTCC-287
UAL93

CERTIFIED INDEX

October 5, 2001

I hereby certify that the following originals are on file in this office:

FAA Form 7230-4
FAA Form 7230-8, Flight Progress Strips, Terminal Cut
FAA Form 7230-10
FAA Form 8020-6-1
Personnel Logs
Personnel Statements
Continuous Data Readout
Original Voice Recording
Certified Voice Rerecording

Loretta J. Martin
Air Traffic Manager
New York TRACON

ZOB-ARTCC-287
UAL93

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement; Reference Aircraft Accident; UAL93; Somerset, PA; September 11, 2001

Date: MAY 3 2002

From: Air Traffic Manager, New York ARTCC

Reply to
Attn. of:

To: Cleveland ARTCC

All services provided by New York ARTCC were normal and there were no pertinent transmissions.

Michael J. McCormick

2 Attachments
Certified Index
FAA Form 8020-6-1

ZOB-ARTCC-287
UAL93

CERTIFIED INDEX

September 11, 2001

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 8020-6-1
FAA Form 7230-01, ARTCC Marginally Punched Continuous Strip
Personnel Logs
Original Voice Recordings
Voice Transcriptions, Sectors 39,73
Original SAR Tape, NY1480-1491
Original AMPP Tape, NY2044
Original Core Tape, NY2116
DSR Tape ZNY-0226, -0241, -0230 (September 11, 2001, 0621-2359 UTC)
DARC Tape ZNY-0400, -0319, -0402 (September 11, 2001, 0846 -2359 UTC)
Weather Products
Personnel Statements
Chain of Custody Documents
National Track Analysis Programs (NTAPs)
Data Analysis Reduction Tool (DARTs)
SATORI Digital Audio Tape (DAT)

Michael J. McCormick
Air Traffic Manager
New York ARTCC

ZOB-ARTCC-287
N591UA (UAL93)

CERTIFIED INDEX

December 20, 2001

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 7230-4
FAA Form 7230-4-2
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
Personnel Logs
Flight Progress Strips
Personnel Statements
Original Voice Recording
Certified Cassette Rerecordings

R. J. Kettell

Richard J. Kettell
Air Traffic Manager
Cleveland ARTCC

ZOB-ARTCC-2
UAL93

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement; Reference Aircraft Accident; UAL93; Somerset, PA; September 11, 2001

Date: October 16, 2001

From: Manager, Indianapolis ARTCC, ZID-1

Reply to
Attn. of:

To: Cleveland ARTCC

All services provided by Indianapolis ARTCC were normal and there were no pertinent transmission.

David M. Boone

2 Attachments
Certified Index
FAA Form 8020-6-1

ZOB-ARTCC-287
UAL 93

CERTIFIED INDEX

October 16, 2001

I hereby certify that the following originals are on file in this office.

FAA Form 8020-6-1
FAA Form 7230-4
Personnel logs
Automated Sign-in/Sign-out (SISO) data
Personnel Statements
Partial Transcripts
SAR Tapes
Original Voice Recording(s)
Certified Cassette Re-recording (s)

David M. Boone
Air Traffic Manager
Indianapolis ARTCC

Section 4.

Form 7230-4, Daily Record of Facility Operation

ZOB-ARTCC-287
N59 FUA (UAL93)

U.S. Department of Transportation
Federal Aviation Administration

Daily Record of Facility Operation

No. 1 of 1

Date 9/11/2001

Location	Identification	Type Facility	Operating Position	Checked By / Air Traffic Manager
Oberlin, OH	ZOB	ARTCC	Watch Supervisor	Richard Kettell

Time *(UTC)*	REMARKS
0400	A. KWIATKOWSKI ON. WCLC. NO CARRYOVERS
0436	CFAD CERTIFIED
0445	BOS AIRMET SIERRA UPDT 1 VALID UNTIL 08Z
0451	CRAD CERTIFIED
0750	BOS/CHI AIRMETS SIERRA, TANGO, ZULU UPDT 1 VALID UNTIL 1400
0945	K. WARNICA ON DUTY.
1021	R. REID ON.
Q 1025	JIA4044, D328/F CAK TO CLT RETURNED TO CAK WITH EQUIPMENT PROBLEM, LANDED 1025Z WITHOUTINCIDENT, AGL DO NOTIFIED.
1044	ED WOLBERS ON DUTY
1206	R. REID ON.
Q 1300	NOTIFICATION OF NUMEROUS ACTS OF TERRORISM IN THE SYSTEM, ACN.
Q 1400	POSSIBLE ACCIDENT, UAL 93, B757, EWR TO SFO. AGL ROC ADVISED. AIRCRAFT LOCATION 10 NE IHD VOR, UNCONFIRMED. R. HERAK, QA.
Q 1405	DAL1989 B763 BOS TO LAX DIVERTING TO CLE, ACN.
Q 1418	DAL1989 LANDED CLE , TAXIED TO REMOTE AREA, ACN.
1730	ED WOLBERS ON.
1834	SAT PHONE CHECK COMPLETE.
1935	S. MAYHALL ON DUTY. WCLC.
1952	SECURITY ADVISES THAT DURING THE AUTOMOBILE SEARCHES OF ENTERING CONTROLLERS, TWO SPEED LOAD CLIPS CONTAINING BULLETS WERE LOST IN TWO VEHICLES. PERSONNEL ARE CHECKING VEHICLES.
0009	SAT PHONE CHECK COMPLETE.
0224	R. REID ON.
0359	COB

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

Watch Supervisor(s) *Signature*	Watch Supervisor(s) *Signature*	Watch Supervisor(s) *Signature*

FAA Form 7230-4 (1-94) Supersedes Previous Edition

Produced by ATX-400, MSDT, Washington D.C. - Dash 4.EXE

Section 5.

Personnel Logs

ZOB-ARTCC-287
N591UA(UAL93)

Printed on 07/18/2001

Area 6
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	TIMES OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
BARTEL J	0700/08+00n 1400	VM				(b) (6)			TRADE IN (b) (6)
BEHARY A	RDO n	HZ							
BOFINGER W	RDO n	WZ							
BRADLEY R	1430/08+00n	RB	1415	2215	8				
CANAN T	0800/0800 RDO n	TC							DTL - RVSN ACY
CHERESON J	RDO n	IO							
COULTER D	0630/08+00n	SV/SV	0630	1430	8				
COURTAD S	1500/08+00n	YB/YB	1445	2245	8				OL
CRNOBRNJA R	1400/08+00n	OC/OC	1345	2145	8				
DENNIS S	RDO n	UA							
DICKASON M	1500/08+00n	YD/YD	1445	2245	8				
GALANT M	0700/08+00n	KG				(b) (6)			
GEARY T	1400/08+00n	GY/GY	1345	2145	8				
GIBBS K	1400/08+00n	UB/UB	1400	2200	8				
GINCOTT J	1500/08+00n	GC							T1
HAHN J	1500/08+00n	HN/HN	1445	2245	8				
HALL D	0700 1500/08+00n	BP/BP	0645	1445	8				NAR MTG
HALL T	1500/08+00n	TH/TH	1445	2245	8				
JUSTICE K	0700/08+00n	LJ/LJ	0645	1445	8				
KARPUS H	2245/08+00n	KH/KH	2230	0630	8				
KEATON G	0630/08+00n 0700 (AW)	VP/W	0700	1500	8				
KOSTON D	2245/08+00n	TN/TN	2235	0635	8				
KOVACH J	RDO n	JK							
LINDER A	0630/08+00n	LG/LG	0615	1415	8				
LISICKY B	1430/08+00n 1400	LB/LB	1345	2145	8				

FAA Form 7230.4-2

CERTIFIED ACCURATE AND CORRECT

Tuesday, September 11, 2

MID _____ DAY _____ EVE _____

ZOB-ARTCC-287
N591UA(UAL93)

Printed on 06/23/2001

Area 4
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	TIMES OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
CAPITANO G	1430/08+00n	GB	GB 1415	2215	8				
COOK R	0700/08+00n	RC	RC 0645	1445	8				
CUSHMAN J	2230/08+00n	CH	CH 2215	0615	8				
DISANZA	~~1500~~ 1535/08+00n	AQ	AQ 1445	2245	8				
DRAGONETTI T	~~0700/08+00n~~ 1430 EE	IR	IR 1415	2215	8		(b) (6)		
DRUGA R	~~0700/08+00n~~ 1400 (H)	DU	DU				(b) (6)		
EVANS N	~~1400/08+00p~~ 0700	NG	NG 0645T	1445T	8		(b) (6)		TW MK
FORREST B	1400/08+00n	FP					(b) (6)		
GAINES D	1500/08+00n	AE	AE 1445	2245	8		(b) (6)		
GERBER J	~~0600/08+00n~~ 1430 (H)	JG	JG 1415	2215	8		(b) (6)		TW NN
HAGER D	RDO n	VJ							
HARMON R	1330/08+00n	RY	RY 1315	2115	8				
HECKEL W	~~0700/08+00n~~ 2230 EW	HP	HP 2220	0620	8				
HERNON K	RDO n	KU							
HEWITT J	RDO n	HJ							
HODGES W	RDO n	BG							
HOLBEN M	RDO n	HM					(b) (6)		
HORWATH D	1500/08+00n	HY					(b) (6) (b) (6)		~~VB1~~
HUBER R	0700/08+00n	OX					(b) (6)		
JONES D	1500/08+00n	JT	1445	2245	8				+29 C/C
JONES M	1430/08+00n	JS	JS 1415	2215	8		(b) (6)		
KLUPENGER M	~~0600~~ 0700/08+00n	MK					(b) (6)		TW MS
KOHRING N	RDO n	NQ							
LEISTER D	0700/08+00n	LE	LE 0645	1445	8				
MAWYER G	0700/08+00n	VD							VL1

FAA Form 7230.4-2 CERTIFIED ACCURATE AND CORRECT Tuesday, September 11, 2

MID _____ DAY _____ EVE _____

ZOB-ARTCC-287
N591UA(UAL93)

Area 4

Printed on 06/23/2001 — CONTROLLERS — Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	TIMES OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
MCCARRICK K	RDO n	WV							
MCKEE C	0700/08+00n	KM	0650	1450	8				
MOORE M	1500/08+00n	TT	1445	2245	8				
MYERS W	~~0700/08+00n~~ 2230 TF	WI	2215	0615	8				
NUNN J	~~1430/08+00n~~ 0600 RDO (12)	NN	0550	1350	8				TW JG
ORLANDO J	~~1500/08+00n~~ 0800 (12)	EO	0645	1445	8				Swap 9/9
OSWALD T	1430/08+00n	OT	1415	2215	8				
PARKS J	~~RDO n~~ 1500 (12)	AX	1445	2245	8				RDOM 9/12
PERL R	1400/08+00n 0700 (11)	RV	0645	1445	8				
PETERSON J	1400/08+00n	OH	1400	2200	8				
PETERSON R	0700/08+00n	RP	0645	1445	8				
PISKUR T	RDO n	TD							
REAGHARD M	~~2230~~ 0700/08+00n TF	NZ	0645	1445	8				
REID R	~~1430~~ 1600/08+00n	XJ	1600	2400	8				
RITCHEY C	1430/08+00n	ZO	1420	2220	8				
ROBINSON J	~~1430/08+00n~~ 0700 (12)	JR	0545	1345	8				TW JR
ROCHECK M	RDO n	NO					(b) (6)		
SANDERS D	1330/08+00n	QZ	1425	1825	4		(b) (		
SANDS M	RDO n	MX							
SAUNDERS M	~~0600~~ 0700/08+00n	MS	0545	1345	8				TW MK
SCHAEFER J	RDO n	OE							
SCHULLER M	1400/08+00n	XM	1345	2145	8				
SENG J	RDO n	FH							
SHORT J	~~1500~~ 1330/08+00n	QU	1215	2115	9				TW YZ / CHE
SMITH R	1500/08+00n	SM							VL1

FAA Form 7230.4-2 — CERTIFIED ACCURATE AND CORRECT — Tuesday, September 11, 2

MID _____ DAY _____ EVE _____

ZOB-ARTCC-287
N591UA(UAL93)

Area 4
CONTROLLERS

Printed on 06/23/2001 — Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	TIMES OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
SOLOMON D	RDO p	UH							
SYMS R	~~0600~~/08+00n	UE	0600	1445	8				T/W JR
WARGO T	~~1015 RDO~~ n	TE	~~RDO~~ 0445	1445	8				RDO 9/13
WERTH J	0600/08+00n	WH	0555	1355	8				
WHITE S	~~1330~~ 1500/08+00n	YZ	1505	2315	8				T&R QUIC
WHITEHEAD D	~~RDO 2230~~/08+00n	WD							
WIITA D	~~0700~~/08+00n	XS	0741	1745	8				NAATD
WILLIAMS A	2230/08+00n	WX	2215		8				
ZIEMARSKI M	~~0700~~ 0600/08+00n	ZM	0545	1345	8				

FAA Form 7230-4-2 — CERTIFIED ACCURATE AND CORRECT — Tuesday, September 11, 2

MID _____ DAY _____ 0600-1400 EVE _____ 1500-2300

ZOB-ARTCC-287
N591UA(UAL93)

Area 5
CONTROLLERS

Printed on 06/20/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	TIMES OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
BEVINS S	2245/08+00n	BV	2230	0630	8				
COFFMAN G	~~0615/08+00n~~ RDO NT	GA							
COLE E	1400/08+00n	CE	1345	2145	8				
DAVIS K	~~1400/08+00n~~ 1500 3/11	KD	1345	2145	8				
DAVIS R	1400/08+00n	AR							RVSM
DELGADO C	RDO n	CD							
DELLA VECCHIA T	0700/08+00n	TD	0645	1445	8				
DOUGLAS R	0630 ~~0700~~/08+00n	IB	0635	OR/BE 1435	8				
DRUGA R	1400/08+00n	DR	1330	2130	8				
FELDT J	2245/08+00n	EG	2240	0640	8		(b) (6)		(b) (
GRIEVE J	1500/08+00n	JZ					(b) (6)		~~VL1~~
GROSS M	1400/08+00n	MG							VL1
HAGOOD K	0615-1915 ~~RDO~~ n	KJ	0615	BE 1445					RDO SWAP W/9-15
HANLON B	0700/08+00n	~~DC~~ AZ	0745	1445					
HARDING D	RDO n	DX							
HELLNER R	2245/08+00n	HL							RVSM
HOLT T	1400/08+00n	YC	1345	2145	8		(b) (6)		
HORNER J	1500/08+00n	YT					(b) (6) (b) (6)		
JOHNSON J	0630/08+00n	XX					(b) (6)		~~VL1~~
KASTENHOLZ W	RDO n	BX							
KELLEY T	1400/08+00n	KY	1345	2145	8				
KENNEDY B	0615/08+00n	KB	0610	OR/BE 1410	8				
KENNEDY W	1400/08+00n	WK	1350	2150	8				
KISH M	RDO n	ZZ	2200	0600	8				BBFET MID RVSM
KOHLER S	RDO n	SK							

FAA Form 7230.4-2

CERTIFIED ACCURATE AND CORRECT

Tuesday, September 11, 2

MID _____ DAY _____ EVE _____

ZOB-ARTCC-287
N591UA(UAL93)

Area 5
Printed on 06/20/2001 CONTROLLERS Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	TIMES OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
KUDLO J	RDO n	ZJ							
LAMOREAUX D	~~0700~~/08+00n 0630 1445	DL DL	0615	DR/BE 1415	8				FOR M.O.
LENOX C	RDO n	LX							
LENOX S	RDO n	SH							
LEONARD D	1500/08+00n	ZD ZD	1500	2300	8				
MANIFOLD W	0700/08+00p	WM -							VL1
MCCOMBS M	0615/08+00n	QQ -							AT RVSM
MCWHORTER P	1400/08+00n	IP IP	1345	2145	8				
MILLER B	RDO n	SZ							
MORGAN G	RDO n	GX							
MUCIC M	RDO n	MO							
MUELLER M	0700/08+00n	OA OA	0645	1445	8				
NORTON D	RDO n	HD HD	0600	BE 1400					SBFCT RVSM 0615=1415 LC
PARHAM T	1500/08+00n	XT -				(b) (6)			TW MJ
PESATO D	0700/08+00n	DB DB				(b) (6)			VL1
PIGNOTTI K	1500/08+00n	KQ KQ	1500	2300	8				(b) (6)
PITTS T	~~1300~~ RDO n	TP TP	1245	2045	8				(b) (6) BE TW
~~PRIDE R~~	~~1500/08+00n~~	~~PC~~							
PRIMM D	0700/08+00n	OC OC	0645	1445	8				
RILEY D	2245/08+00n	RX RX	2230	0630	8				
SCHINDLER G	0700/08+00n	EN EN	0645	1445	8				
~~SHARKEY D~~	~~1400/08+00n~~	~~SY~~							
STORR J	~~1500~~/08+00n 0615 1415	KX KX	0615	1415	8				TW ZC
TAYLOR S	~~RDO~~ n 0700 1500	ST ST	0700	1500	8	(b) (6)			
THOMPSON M	0615/08+00n	MJ -				(b) (6)			TW XT

FAA Form 7230.4-2 CERTIFIED ACCURATE AND CORRECT Tuesday, September 11, 2
MID _____ DAY _____ EVE _____

Section 6.

FAA Form 7230-10, Position Log, or Automated Equivalent

ZOB-ARTCC-287

UAL93

SE[redacted] REPORT

DATE= 09/11/01

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SUB-TOTAL TIME	ACCUMULATED TIME
R55	RX		54	07:06	09:58	02:52	
R55	HD		55	09:58	10:17	00:19	
R55	QA		53	11:00	11:40	00:40	
R55	QR		51	11:40	12:23	00:43	
R55	SW		52	12:23	12:23	00:00	
R55	BW		51	12:23	13:21	00:58	
R55	KX		51	13:21	14:09	00:48	
D55	SW		52	13:53	14:09	00:16	006:36
R56	MT		58	10:00	10:03	00:03	
R56	MU		59	10:03	11:03	01:00	
R56	FU		59	11:03	12:39	01:36	
R56	MQ		59	17:13	04:00 E05	10:47	013:26
R57	QA		53	12:30	14:18	01:48	
D57	EV		52	10:54	11:04	00:10	
D57	AZ		55	11:05	12:30	01:25	
D57	EV		52	13:40	14:18	00:38	004:01
R59	KX		51	10:23	11:04	00:41	
R59	EV		52	11:04	11:07	00:03	
R59	KJ		52	11:07	11:41	00:34	
R59	KX		51	11:41	12:42	01:01	
R59	HD		55	12:42	13:50	01:08	
R59	KB		55	13:50	13:58	00:08	
D59	TL		55	11:00	11:39	00:39	
D59	AZ		55	12:30	13:02	00:32	
D59	KB		55	13:02	13:50	00:48	003:34
R61	WJ		61	13:27	14:10	00:43	000:43
R62	ZP		62	04:46	07:37	02:51	
R62	KH		65	07:37	10:24	02:47	
R62	LG		66	10:24	10:33	00:09	
R62	PS		61	10:56	11:40	00:44	
R62	LG		66	11:40	13:01	01:21	
R62	HG		64	13:01	14:13	01:12	
R62	VP		65	14:51	17:46	02:55	
R62	PD		63	17:46	19:40	01:54	
R62	YD		66	19:40	19:51	00:11	
R62	MF		66	19:51	20:33	00:42	
R62	DC		67	20:33	21:25	00:52	
R62	YB		64	21:25	22:01	00:36	
R62	DF		66	22:01	22:30	00:29	
R62	TH		64	22:30	22:59	00:29	
R62	UP		64	22:59	23:43	00:44	
R62	EE		61	23:43	00:29	00:46	
R62	YB		64	00:29	00:59	00:30	
R62	YD		66	00:59	02:20	01:21	
R62	VP		65	02:20	04:00 E05	01:40	
D62	JW		66	10:53	11:04	00:11	

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UAL93

S[illegible]R REPORT

DATE= 99/11/01

POSITION	FPL	TRAINEE	AREA/CREW		TIME-ON	TIME-OFF	SUB-TOTAL TIME	ACCUMULATED TIME
R41	NG		44		10:42	10:50	00:08	
R41	NZ		45		10:50	10:57	00:07	
R41	RV		45		10:57	11:29	00:32	
R41	ZM		41		11:29	12:38	01:09	
R41	JR		44		12:38	13:26	00:48	
R41	NG		44		13:26	14:14	00:48	
R41	RC		41		14:14	14:17	00:03	
D41	AB		48		11:33	12:50	01:17	
D41	RV		45		13:49	14:17	00:28	005:20
R46	NN		46		10:17	11:57	01:40	
R46	MS		41		11:57	12:24	00:27	
R46	RV		45		12:24	13:03	00:39	
R46	KM		47		13:03	13:57	00:54	
R46	NZ		45		13:57	14:05	00:08	
R46	KM		47		14:05	14:11	00:06	
D46	NZ		45		13:33	13:57	00:24	004:18
R47	HP		46		07:58	09:53	01:55	
R47	UE		44		11:23	12:34	01:11	
R47	RC		41		12:34	14:03	01:29	
D47	CH		45		07:48	09:53	02:05	006:40
R48	ZM		41		09:57	10:48	00:51	
R48	ED		47		10:46	11:53	01:07	
R48	NZ		45		11:55	12:48	00:53	
R48	NN		46		12:48	14:14	01:26	
D48	RP		42		10:46	11:57	01:09	
D48	KM		47		11:57	12:43	00:46	
D48	RP		42		12:43	14:14	01:31	007:43
R49	HP		46	ADS	04:00	04:17	00:17	
R49	XS		46		04:17	04:55	00:38	
R49	WX		41		04:55	08:19	03:24	
R49	AI		45		08:19	09:47	01:28	
R49	MS		41		09:47	11:17	01:30	
R49	AH		46		11:17	12:25	01:08	
R49	MS		41		12:25	12:55	00:30	
R49	WH		46		12:55	16:18	03:23	
R49	AE		42		21:09	22:43	01:34	
R49	QU		42		22:43	23:14	00:31	
R49	AX		44		23:14	23:42	00:28	
R49	JT		43		23:42	00:06	00:24	
R49	ZQ		41		00:06	00:32	00:26	
R49	RY		41		00:32	00:44	00:12	
R49	AX		44		00:44	02:30	01:46	
D49	WX		41	ADS	04:00	04:55	00:55	
D49	LE		45		11:17	12:06	00:49	
D49	JR		44		12:06	12:38	00:32	
D49	LE		45		12:39	16:18	03:39	023:34

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UAL93 SE[illegible] REPORT DATE= 09/11/01

POSITION	FPL	TRAINEE	AREA/CREW		TIME-ON	TIME-OFF		SUB-TOTAL TIME	ACCUMULATED TIME
R67	ZP		62	BOS	04:00	04:05		00:05	
R67	LJ		62		11:07	11:40		00:33	
R67	WR		64		11:40	12:52		01:12	
R67	VP		65		12:52	14:20		01:28	
D67	GI		61		11:02	11:10		00:08	
D67	GI		61		11:43	12:15		00:32	
D67	LJ		62		12:15	14:20		02:05	006:03
R68	WJ		61		11:07	12:45		01:38	
R68	MI		61		12:45	14:03		01:18	002:56
R70	KL		74		10:22	11:42		01:20	001:20
R71	JY		76		10:32	11:05		00:33	
R71	VN		71		11:05	12:16		01:11	
R71	ID		71		12:16	13:18		01:02	
R71	KC		72		13:18	14:13		00:55	
D71	CU		71		12:19	13:20		01:01	
D71	KL		74		13:20	14:13		00:53	005:35
R72	QC		73	BOS	04:00	06:26		02:26	
R72	NC		76		06:26	09:41		03:15	
R72	SI		73		09:41	09:47		00:06	
R72	CU		71		09:47	09:54		00:07	
R72	MN		74		09:54	09:54		00:00	
R72	CU		71		10:27	11:34		01:07	
R72	KC		72		11:34	12:31		00:57	
R72	PG		74		12:31	13:29		00:58	
R72	JY		76		13:29	14:02		00:33	
R72	SI		73		17:32	19:40		02:08	
R72	MD		71		19:40	20:07		00:27	
R72	XD		76		20:07	20:29		00:22	
R72	DD		72		20:29	20:52		00:23	
R72	DW		71		20:52	21:13		00:21	
R72	DZ		72		21:13	22:40		01:27	
R72	VB		75		23:09	23:24		00:15	
R72	LP		71		23:24	23:33		00:09	
R72	GZ		74		23:33	01:04		01:31	
R72	XD		76		01:04	02:25		01:21	
R72	DW		71		02:25	04:00	EOS	01:35	
D72	ZT		72		13:19	14:02		00:43	
D72	ZY		72		13:19	13:19		00:00	
D72	OD		72		20:03	20:29		00:26	
D72	OD		72		20:52	00:11		03:19	023:56

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SE[redacted] REPORT

DATE= 09/11/01

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SUB-TOTAL TIME	ACCUMULATED TIME
R52	KK		51	10:10	10:22	00:12	
R52	DF		55	10:22	11:38	01:16	
R52	HD		55	11:38	11:49	00:11	
R52	IB		55	11:49	13:04	01:15	
R52	DR		51	13:04	14:12	01:08	
D52	DF		55	12:18	12:34	00:16	004:15
R53	ZZ		57	305 04:00	06:38	02:38	
R53	DV		56	06:38	09:54	03:16	
R53	BW		52	09:54	10:51	00:57	
R53	DB		51	10:51	11:05	00:14	
R53	ST		56	11:05	12:22	01:17	
R53	KJ		52	12:22	13:14	00:52	
R53	ST		56	13:14	14:17	01:03	
R53	IB		55	14:17	16:00	01:43	
R53	KD		55	16:00	16:43	00:43	
R53	ST		56	16:43	17:37	00:54	
R53	TP		52	17:37	19:03	01:26	
R53	DR		52	19:03	19:06	00:03	
R53	TP		52	19:06	20:34	01:28	
R53	ZC		55	20:34	22:39	02:05	
R53	KQ		57	22:39	23:10	00:31	
R53	EG		53	23:10	00:17	01:07	
R53	ZC		55	00:17	02:43	02:26	
R53	KS		55	02:43	03:47	01:04	
R53	IB		55	03:47	04:00 EOS	00:13	
D53	ZZ		57	06:38	11:39	05:01	
D53	TL		55	11:39	13:40	02:01	
D53	IB		55	13:40	14:17	00:37	
D53	DV		52	16:42	19:09	02:27	
D53	DR		52	19:09	19:40	00:31	
D53	ZC		55	19:40	20:34	00:54	
D53	DR		52	20:38	21:44	01:06	
D53	RM		55	21:44	22:36	00:52	
D53	ZD		51	22:36	23:30	00:54	
D53	WK		56	23:30	00:43	01:13	
D53	KY		51	00:43	01:32	00:49	
D53	DV		51	01:32	02:01	00:29	
D53	EG		53	02:01	04:00 EOS	01:59	042:51
R54	BW		52	11:25	11:42	00:17	
R54	EY		52	11:42	12:34	00:52	
R54	DF		55	12:34	14:13	01:39	
D54	AZ		55	13:42	14:13	00:31	003:19

Section 7.

Facility Layout Chart

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SECTOR CHART TO REPLAY TAPES - DSR/VTAB/SCS

1	1	1	1	1	1	1		1
1,2	3,4	5,6	7,8	9,10	13,14	15,16	17,18	19,20
101	102	103		104	105	106	107	108
A	D	R	T	R	D	R	D	AS5
58	FKL	EKL		BKL	57	STU	58	

1	1	1	1	1	1	1	1	1
21,22	22,24	25,26	27,28	28,29	31,32	33,34	35,36	37,38
111	112	113	114		115	116	117	118
AS6	A	D	R	T	R	D	D	R
	64	MFD	64		62	BSV	HLG	61

1	1	1	1	1	1	1	1	1
41,42	43,44	45,46	47,48	49,50	51,52	53,54	57,58	59,60
201	202		203	204	205	206	207	208
D	R	T	R	D	D	R	R	D
WMD	54		TON	52	JHD	53	55	MGW
2	2	2	2	2	2	2	2	2
21,22	23,24	25,26	27,28	29,30	33,34	35,36	37,38	39,40
301	302		303	304	305	306	307	308
D	R	T	R	D	R	D	A	AS3
36	DSV		IAG	38	37	GEE		

2	2	2	2	2	2	2	2	2
1,2	3,4	5,6	7,8	9,10	11,12	13,14	15,16	17,18
211	212	213	214		215	216	217	218
R	D	D	R	T	R	D	D	R
SPC	65	IRL	67		AIR	66	AGC	68
2	2	2	2	2	2	2	2	2
41,42	43,44	45,46	47,48	51,52	53,54	55,56	57,58	59,60
311	312	313	314	315	316		317	318
AS7	A	D	R	D	R	T	R	D
	70	70	ELW	WRN	77		79	JHW

3	3	3	3	3	3	3	3	3
1,2	3,4	7,8	9,10	11,12	13,14	15,16	17,18	19,20
401	402	403	404	405	406		407	408
D	R	R	D	D	R	T	R	D
33	BUF	DKK	32	30	YNG		HOP	35
3	3	3	3	3	3	3	3	3
41,42	43,44	45,46	47,48	49,50	53,54	55,56	57,58	59,60
501	502		503	504	505	506	507	508
D	R	T	R	D	R	D	A	AS2
YOG	21		20	DRE	FNT	24		

3	3	3	3		3	3	3	3
21,22	23,24	25,26	29,30	31,32	33,34	35,36	37,38	39,40
411	412	413	414	415	416		417	418
D	R	R	D	D	R	T	R	D
CIP	71	73	BFD	CRB	72		ROC	74
4	4	4	4	4		4	4	4
1,2	3,4	5,6	7,8	11,12	13,14	15,16	17,18	19,20
511	512	513	514	515	516		517	518
AS4	D	R	D	R	R	T	D	A
	45	GEA	47	BFT	LOR		49	LOR

4	4	4	4	4	4	4	4	4
21,22	23,24	25,26	27,28	29,30	31,32	33,34	37,38	39,40
601	602		603	604	605	606	607	608
D	R	T	R	D	D	R	R	D
27	HUD		DET	28	WAY	29	LAK	26
5	5	5	5	5	5	5	5	5
3,4	5,6	7,8	9,10	11,12	13,14	15,16	17,18	19,20
701	702	703	704		705	706	707	708
R	D	D	R	T	R	D	A	AS1
42	LAN	BAY	19		EGK	18		

4	4	4	4	4	4	4	4	4
41,42	43,44	47,48	49,50	51,52	53,54	55,56	57,58	59,60
611	612	613	614	615	616		617	618
D	R	R	D	D	R	T	R	D
MNN	41	40	CRL	38	RAV		SKY	45
5	5	5	5		5	5	5	5
21,22	23,24	25,	27		29	31,32	33	35,36
711	**712**	**x061**	**x0438**		**x0358**	**x042**	**034**	**x0466**
		26	28		30		34	
CSWU		x060	x0437		x0357		x0449	

5	5	5		5	5	5	5	5
37,38	39,40	43,44		45,46	47,48	49,50	53,54	55,56
801	802	803		804	805	806	807	808
D	R	R		D	D	R	R	D
14	JXN	15		LFD	17	TOL	10	PAN
				905	906	907	908	
FDCS				DSR				
		6		1,2	3,4	5,6	7,8	

6	6	6	6		6	6	6	6
9,10	11,12	13,14	15,16		17,18	19,20	21,22	23,24
911	912	913	914		915	916	917	918
D	R	D	R		R	D	R	D
W-ESP		E-ESP			ASP	ASP	DSR	DSR

AMIC
XTRA
XTRA

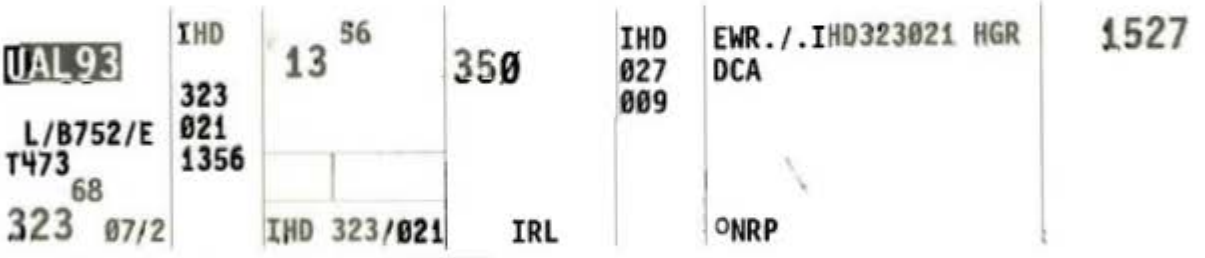
1011	33,34	6
1012	35,36	6
1013	37,38	6

TMIC	1014	39,4	6

Section 8.

Thermal Flight Strip, DSR 422790

ZOB-ARTCC-287
UAL93



Section 9.

Transcription of Voice Recording

ZOB-ARTCC-287
N591UA (UAL93)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript
Aircraft Accident; N591UA(UAL93); Somerset, PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Franklin Radar position for the time period from September 11, 2001, 1318 UTC to September 11, 2001, 1340:59 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland ARTCC Franklin Radar Position	FKL-R
Air Canada Airlines Flight 3243	ACA43
Unknown	UNKN
Delta Airlines Flight 1989	DAL89
U S Airlines Flight 1753	USA53
Chautauqua Airlines Flight 4877	CHQ77
New York ARTCC, Philipsburgh Sector	PSB
United Airlines Flight 1523	UAL23
Jet Speed 39	EJM39
U S Airlines Flight 2654	USA54
United Airlines Flight 93	UAL93
Cleveland ARTCC Lorain Radar Position	LOR-R
Chautauqua Airlines Flight 4870	CHQ70
Executive Jet 956	EJA56
Continental Airlines Flight 428	COA28
West Wind N33MK	N33MK
Continental Airlines Flight 132	COA32
Cleveland ARTCC Lorain Radar Associate	LOR-D
U S Airways Flight 1197	USA97
Cleveland ARTCC, Warren Radar Position	WRN-R
Federal Express 3951	FDX51
Cleveland ARTCC Brecksville Radar Position	BKI-R
Cleveland ARTCC Warren Radar Associate	WRN-D
Air Canada Airlines Flight 560	ACA60
Cleveland ARTCC Jamestown Radar Position	JHW-R

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1318		
1318:07	FKL-R	air canada thirty two forty three whats your heading
1318:11	ACA43	three two four threes heading two zero (unintelligible)
1318:14	FKL-R	say it again
1318:15	ACA43	zero two five
1318:17	FKL-R	roger fly heading three five zero vector descent
1318:19	ACA43	heading three five zero for a vector (unintelligible) air canada three two four three
1318:28	UNKN	franklin
1318:29	FKL-R	yeah
1318:30	UNKN	united six thirty six (unintelligible)
1318:31	DAL89	ah cleveland good morning delta nineteen eight nine with you at three five oh
1318:35	FKL-R	going back where

1318:36	UNKN	hes going west
1318:37	FKL-R	okay point out approved (unintelligible)
1318:45	USA53	good morning cleveland u s air seventeen fifty three flight level three five zero
1318:49	FKL-R	u s air seventeen fifty three cleveland center
1318:52	DAL89	cleveland good morning delta nineteen eighty nine with you at three five oh
1318:54	FKL-R	delta nineteen eighty nine cleveland center
1318:59	FKL-R	air canada thirty two forty three maintain flight level two eight zero best rate of descent
1319:05	ACA43	k ya want us outta thirty three now down to two eight oh air canada three two four three
1319:06	FKL-R	roger
1319:08	CHQ77	and center chautauqua forty eight seventy sevens entering the hold at miget
1319:11	FKL-R	chautauqua forty eight seventy seven roger
1319:13	FKL-R	u s air seventeen fifty three cleveland one three two niner two
1319:20	USA53	for u s air seventeen fifty three thirty three ninety two
1319:22	FKL-R	ah u s air seventeen fifty three cleveland one thirty two ninety two three two nine two

1319:24 1320	USA53	k so long
1320:25	PSB	franklin on the eight line philipsburg
1320:34	FKL-R	air canada thirty two forty three recleared direct dunkirk rest of route unchanged
1320:41	ACA43	now direct dunkirk level two eight oh
1320:42	FKL-R	united fifteen twenty three cleveland one three three three seven
1320:48	UAL23	thirty three thirty seven united fifteen twenty three see ya
1320:52 1321	PSB	brecks eight philipsburg
1321:10	PSB	brecks eight philipsburg --- reference northwest fourteen nineteen
1321:34	FKL-R	jetspeed thirty one proceed direct to buffalo descend and maintain flight level three one zero
1321:37	PSB	brecksville eight line philipsburg
1321:41	EJM39	yeah outta three three for three one zero direct buffalo thats for jetspeed thirty nine
1321:44	FKL-R	roger sir good rate a descent please
1321:46	EJM39	here we go
1321:49	USA54	u s air twenty six fifty fours with you out a thirty three climbing to three five zero

1321:52 1322	FKL-R	u s air twenty six fifty four cleveland center
1322:02	FKL-R	jetspeed
1322:19	CHQ77	and center chautauqua forty eight seventy seven
1322:21	FKL-R	go ahead
1322:22	CHQ77	well we talked to dispatch ah we're going to divert to pittsburgh ah we're still outbound on the original hold here just for a couple of seconds ah they haven't given us the routing yet and i don't know what you expect to do about that and ah i just wanted to keep you updated
1322:35	FKL-R	okay just stay on the heading you're on now and i'll have routing for you and lower in just a moment
1322:38	CHQ77	okay we'll stay on this heading we will not turn inbound forty eight seventy seven
1322:42	FKL-R	chautauqua forty eight seventy seven roger turn ah twenty left be vectors for descent
1322:47	CHQ77	twenty left for descent no problem thanks
1322:50	FKL-R	air canada thirty two forty three thanks for the descent cleveland one thirty four twelve
1322:54 1323	ACA43	four twelve so long
1323:05	UAL93	morning cleveland its united ninety three with you at three five oh ah there's just some light chop here at thirty five any ride reports
1323:14	FKL-R	ah no just ah little light chop nothing worse than that united ninety three

1323:50	LOR-R	franklin
1323:51	FKL-R	yeah
1323:53	LOR-R	that chautauquas a ninety heading to stay away from that united up there descending and ah hes your control back with respect up to the airway w h
1323:56	FKL-R	okay that's fine
1323:57	FKL-R	united ninety three cleveland one three three three seven
1324:00	UAL93	one three three three seven good day united ninety three
1324:03	FKL-R	u s air twenty six fifty four cleveland one three five point one seven
1324:08	USA54	three five one seven twenty six fifty four
1324:17	FKL-R	chautauqua forty eight seventy seven heading two two zero for descent
1324:20	CHQ70	two two zero chautauqua forty eight seventy
1324:24	CHQ77	was that ah for chautauqua forty eight seventy seven or chautauqua forty eight seventy
1324:27	FKL-R	chautauqua forty eight seventy seven heading two two zero
1324:29	CHQ77	two two zero chautauqua forty eight seventy seven
1324:32	FKL-R	chautauqua forty eight seventy you on frequency
1324:34	CHQ70	forty eight seventy we're level at three seven zero

1324:36	FKL-R	okay you might as well talk to your company new yorks not taking any traffic ah i'd say for at least two or three hours now
1324:42	CHQ70	yeah we're on with them right now forty eight seventy
1324:44	FKL-R	roger
1324:46	FKL-R	jetspeed thirty nine you are cleared direct buffalo cleveland one three four one two
1324:50	EJM39	okay thirty four twelve thanks for your help jetspeed thirty nine
1325		
1325:34	FKL-R	chautauqua forty eight seventy seven cleveland center one one niner point ah seven two nineteen seventy two they'll have lower and routing
1325:40	CHQ77	nineteen seventy two we appreciate all the help today have a good one forty eight seventy seven
1326		
1326:07	FKL-R	execjet nine fifty six cleveland center one three three point three seven
1326:11	PSB	franklin philipsburg eight line handoff
1326:12	EJA56	three three three seven execjet nine fifty six
1326:14	FKL-R	sorry about that
1326:18	EJA56	fifty six so long
1326:20	CHQ70	and cleveland center chautauqua forty eight seventy
1326:22	FKL-R	chautauqua forty eight seventy go ahead

1326:24	CHQ70	yeah i just talked to company it looks like we're gonna need to turn around and head back to indianapolis
1326:28	FKL-R	okay just stay on that heading you're on now and i'll have some routing for you within a couple minutes here
1326:34	CHQ70	(unintelligible) forty eight seventy
1326:42	COA28	and center continental four twenty eights ah checkin on with you at three five zero
1326:45	FKL-R	continental four twenty eight cleveland center
1326:50	N33MK	cleveland good morning westwind three three mike kilos outta three three zero climbing to three five zero
1326:53	FKL-R	westwind three three mike kilo cleveland center
1326:58	FKL-R	u s air twenty six fifty four cleveland one three five one seven
1327:25	UNKN	(unintelligible) three
1327:27	UNKN	go ahead
1327:40 1328	PSB	brecks eight philipsburg
1328:07	PSB	franklin on the eight line philipsburg
1328:09	FKL-R	yeah
1328:10	PSB	u s air eleven ninety seven is gonna go direct to dryer outta thirty seven

1328:13	FKL-R	okay yeah whatever you need
1328:15	PSB	him and him and continental one thirty two are gonna be the last two airplanes you get from us (unintelligible)
1328:17	FKL-R	roger that okay (unintelligible) h d
1328:18	PSB	(unintelligible)
1328:30	PSB	brecksville on the eight line philipsburg
1328:44	PSB	brecks eight philipsburg
1329		
1329:03	FKL-R	lorain
1329:06	LOR-R	yeah
1329:08	FKL-R	you got united ninety three
1329:09	LOR-R	united ninety three
1329:12	FKL-R	south---south of chardon there descended
1329:12	LOR-R	yeah
1329:13	LOR-R	whats that
1329:15	FKL-R	i just saying looks like he descended there
1329:16	LOR-R	i don't think so united ninety three verify at three five zero

1329:17	FKL-R	united ninety three cleveland
1329:25	COA32	cleveland center good morning continental one thirty two flight level three five zero
1329:30	FKL-R	united ninety three cleveland
1329:33	FKL-R	all right whos checked on there
1329:35	COA32	sir good morning continental one three two flight level three five zero
1329:39	FKL-R	continental one thirty two cleveland center
1329:52	FKL-R	chautauqua forty ah eight seventy turn right to a heading of ah one eight zero
1329:59	CHQ70	and right to one eight zero for chautauqua forty eight seventy
1330:09	FKL-R	lorain franklin
1330:14	LOR-D	go ahead franklin
1330:16	FKL-R	do you have united ninety three south of chardon
1330:18	LOR-D	we hear some funny noises we're trying to get him do you have him
1330:20	FKL-R	no
1330:21	LOR-D	thank you
1330:24	FKL-R	united ninety three cleveland

1330:34	USA97	u s air eleven ninety seven thirty four for thirty nine
1330:37	FKL-R	u s air eleven ninety seven cleveland center five left for traffic
1330:40	USA97	roger
1330:44 1331	FKL-R	united ninety three if you hear the center ident
1331:46	FKL-R	three mike kilo cleared direct to ah grand rapids direct to destination
1331:52	N33MK	okay direct grand rapids direct destination thank you very much
1331:54	FKL-R	chautauqua forty eight seventy cleared to indianapolis via direct rosewood direct
1331:58	CHQ70	direct rosewood direct indy for chautauqua forty eight seventy
1332:05	FKL-R	and ah rosewood'll be a ah two sixty heading
1332:09	CHQ70	two sixty for chautauqua forty eight seventy
1332:12	FKL-R	delta nineteen eighty nine cleveland one three three three seven
1332:15	DAL89	delta nineteen eighty nine thirty three thirty seven so long
1332:18	FKL-R	united ninety three cleveland
1332:28	FKL-R	chautauqua forty eight seventy maintain flight level three five zero
1332:32	CHQ70	and down to three five zero for chautauqua forty eight seventy

1332:36	COA28	center continental ah four twenty eight did we miss a call
1332:39	FKL-R	ah continental four twenty eight negative you're on the right frequency at three five oh
1332:43	COA28	thank you
1332:45	FKL-R	united ninety three cleveland
1333		
1333:04	WRN-R	fedex thirty nine fifty one until you find out what you want to do sir you are cleared to slate run and ah thats your clearance limit just let me know when you're ready ah with a pencil and paper for your holding instructions
1333:18	FDX51	(unintelligible) go ahead sir for fedex thirty nine fifty one we're ready to copy
1333:21	BKI-R	warren brecks
1333:23	WRN-R	fedex thirty nine fifty one ah hold as
1333:32	FDX51	published three three zero and we'll get back to you on the length of the legs
1333:37	WRN-R	okay and ah for newark i have no e f cs so ah just ah let me know where you wanna go and then we'll we'll work it out
1333:42	WRN-D	franklin hang up the line and i'll talk to you here
1333:43	FDX51	okay ah (unintelligible)
1333:45	FKL-R	tell him to stop the air canada five sixty at thirty three
1333:46	WRN-D	stop em at thirty three

1333:49	FKL-R	right
1333:50	WRN-D	we got the message
1333:51	FKL-R	okay
1334		
1334:40	FKL-R	u s air eleven ninety seven cleared direct dryer
1334:43	USA97	direct dryer u s air eleven ninety seven
1334:46	FKL-R	united ninety three cleveland
1335		
1335:05	WRN-R	and ah we need
1335:10	FKL-R	warren franklin
1335:15	WRN-D	yeah franklin um
1335:17	FKL-R	do you have air canada five sixty stopped at thirty three
1335:18	WRN-D	yeah yes we've got him stopped at thirty three we can we we're we're gonna put him on your frequency right now
1335:21	FKL-R	okay
1335:22	WRN-R	hes hearing the information that we want everybody on the ground
1335:25	FKL-R	all right as long as long as hes at thirty three
1335:26	WRN-R	he is at thirty three

1335:27	FKL-R	all right
1335:28	WRN-R	he is stopped
1335:39	FKL-R	united ninety three cleveland
1335:42	ACA60	center good morning air canada five sixty level three three zero
1335:48	FKL-R	chautauqua forty eight seventy cleveland
1335:52	CHQ70	go ahead forty eight seventy
1335:54	FKL-R	turn right right turn heading zero two zero
1335:56	CHQ70	right zero two zero for chautauqua forty eight seventy
1336:00	FKL-R	continental four twenty eight can you take higher
1336:03	COA28	ah four twenty eight ah stand by
1336:07	FKL-R	need to know as soon as possible
1336:10	COA28	four twenty eight affirmative
1336:11	FKL-R	continental four two eight maintain flight level three nine zero
1336:15	COA28	four twenty eight leaving three five for three nine zero
1336:17	FKL-R	go ahead lorain
1336:18	LOR-D	chautauqua forty eight seventy take him south get in allegheny

1336:20	FKL-R	hes goin right
1336:22	LOR-D	oh ok
1336:23	FKL-R	alright
1336:23	LOR-D	just keep him outta here
1336:24	FKL-R	ok
1336:29	ACA60	and center air canada five sixty level three three zero
1336:32	FKL-R	air canada five sixty cleveland center
1336:35	UNKN	ah obviously a screw up between me and warren
1336:36	FKL-R	thats ah no problem no problem
1336:37	UNKN	sorry
1336:46	FKL-R	three mike kilo right turn heading three five zero
1336:50	N33MK	a right turn to three five zero three mike kilo
1337		
1337:10	FKL-R	jamestown franklin
1337:11	JHW-R	yes
1337:12	FKL-R	three mike kilo i gotta keep him out of area four i'll put him on a three fifty heading and give him direct grand rapids if thats alright

1337:17	JHW-R	ah yes
1337:18	FKL-R	thank you h d
1337:19	JHW-R	(unintelligible)
1337:31	FKL-R	chautauqua forty eight seventy continue right turn to a heading of one eight zero
1337:36	CHQ70	all the way around to one eight zero for chautauqua forty eight seventy
1337:53	FKL-R	jamestown franklin
1337:54	JHW-R	yes
1337:55	FKL-R	sorry to bother you again three mike kilo i'll just leave him on that heading you can turn him back to grand rapids
1337:57	JHW-R	yes thank you---is he is he gonna go to grand rapids now or is he still gonna go to ah minnesota---or wherever (unintelligible)
1338:02	FKL-R	ah yeah hes going to saint paul grand rapids direct he has
1338:05	JHW-R	very good
1338:07	FKL-R	h d
1338:12	FKL-R	five mike kilo cleveland one three two niner two
1338:17	N33MK	thirty two ninety two and was that for ah november three three mike kilo

1338:20	FKL-R	three three mike kilo affirmative cleveland one thirty two ninety two
1338:24	N33MK	thirty two ninety two see ya
1339		
1339:08	FKL-R	u s air eleven ninety seven ah cleared direct to badger rest of route unchanged
1339:14	USA97	direct to bucky badger u s air eleven ninety seven
1339:19	FKL-R	ah first of all lets make it a ah three forty heading be vector around ah some traffic and ah expect direct badger shortly
1339:26	USA97	ok three forty heading u s air eleven ninety seven
1339:46	FKL-R	u s air eleven ninety seven lets make it cleared direct erie direct badger echo romeo india direct badger
1339:53	USA97	echo romeo ind india then bad direct badger u s air eleven ninety seven
1340		
1340:02	FKL	continental four twenty eight i need you to come right to a three fifty heading
1340:07	COA28	alright turn right three six zero continental four twenty eight
1340:12	COA28	say three five zero three six zero
1340:14	FKL-R	continental four twenty eight three fifty heading
1340:17	COA28	five zero
1340:21	FKL-R	chautauqua forty eight seventy bring it right around right turn to a heading of ah two zero zero

1340:27	CHQ70	(unintelligible) all the way around to two zero zero for forty eight seventy
1340:33	FKL-R	continental four twenty eight i have routing for ya when you're ready
1340:38	COA28	four twenty eight i'm ready to copy go ahead
1340:40	FKL-R	proceed direct to erie echo romeo india direct carlton charlie romeo lima iowa city rest of route unchanged
1340:52	COA28	erie carlton iowa city as filed continentals ah four twenty eight thank you
1340:59	FKL-R	air canada five sixty cleveland center one three two point one two one thirty two twelve

End of Transcript

ZOB-ARTCC-287
N591UA (UAL93)

U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript;
Aircraft Accident; N591UA (UAL93); Somerset, PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Lorain Radar position for the time period from September 11, 2001, 1319 UTC to September 11, 2001, 1355 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland ARTCC, Lorain Radar Position	LOR-R
Unknown	UNKN
Northwest Airlines Flight 1761	NWA61
American Airlines Flight 1395	AAL95
Midwest Express Airlines Flight 150	MEP50
Reliant Airlines Flight 8886	RLT86
Chautauqua Airlines Flight 3951	CHQ51
N96FG	N96FG
United Airlines Flight 1523	UAL23
Chautauqua Airlines Flight 4870	CHQ70
Federal Express Flight 3951	FDX51
Continental Express Airlines Flight 4286	BTA86
Indianapolis ARTCC, Dayton Sector	DAY
USAirways Flight 63	USA63
Cleveland ARTCC, Bellaire Radar Position	AIR-R
Comair Airlines Flight 833	COM33
United Airlines Flight 636	UAL36
USAirways Flight 2657	USA57
American Trans Air Flight 797	AMT97
United Airlines Flight 93	UAL93
Cleveland ARTCC, Imperial Radar Position	IRL-R
Executive Jet Flight 956	EJA56
Indianapolis ARTCC, Patterson Sector	FFO
Chicago ARTCC, Keeler Sector	ELX
Indianapolis ARTCC, Lockborn Sector	LCK
American Airlines Flight 1060	AAL60
Cleveland ARTCC, Franklin Radar Position	FKL-R

N16MF	N16MF
N561AC	N61AC
Delta Air Lines Flight 1989	DAL89
Mexicana Airlines Flight 881	AMX81
Air Canada Airlines Flight 560	ACA60
Cleveland ARTCC, Allegheny Radar Position	AGC-R
N510WS	N10WS

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1319:00	LOR-R	hes going to ah slate run
1319:02	UNKN	okay
1319:03	LOR-R	okay
1319:09	LOR-R	northwest ah seventeen sixty one you got thirty seven traffic southwest bound your one oclock five miles
1319:13	NWA61	ah we're looking northwest ah seventeen sixty one and traffic in sight
1319:16	LOR-R	roger american thirteen ninety five contact cleveland center now on one one niner point three two
1319:19	AAL95	three two american thirteen ninety five so long
1319:21	LOR-R	roger u s air seventeen seventy five cleveland
1319:26	LOR-R	yeah go ahead

1319:26	UNKN	you're still working reliant right
1319:28	LOR-R	ah yeah
1319:28	MEP50	(unintelligible) midex one fifty level three three zero
1319:29	UNKN	okay they called they're nervous about that fedex and i told em you were workin both
1319:32	LOR-R	yeah yeah hes next fedex turnin back
1319:34	UNKN	all right
1319:39	LOR-R	and reliant eighty eight eighty six thanks a lot for the help contact cleveland center now on ah one three four point one two
1319:45	RLT86	thirty four twelve you bet ah eighty eight eighty six
1319:51	CHQ51	cleveland center ah thirteen ah thirty nine fifty one
1319:54	LOR-R	thirty nine fifty one go ahead
1319:56	CHQ51	did you say that they weren't accepting any traffic into the new york area (unintelligible)
1319:59	LOR-R	yeah right now they're not ah i don't know what ah what exactlys going on they had an accident at ah involving the world trade center
1320:08	CHQ51	oh okay thank you
1320:14	LOR-R	nine six fox golf ah cleveland
1320:17	N96FG	six hundred golf go ahead

1320:18	LOR-R	ah roger just stay here
1320:22	MEP50	center midex one fifty level three three zero
1320:27	LOR-R	ah whos that
1320:29	MEP50	and midex one fifty level three three zero
1320:35	LOR-R	midex one fifty at three three zero roger northwest seventeen sixty one contact cleveland center one thirty three fifty two
1320:42	NWA61	thirty three fifty two northwest seventeen sixty one take care
1320:44	LOR-R	(unintelligible) american thirteen ninety five cleveland one one niner point ah three two
1320:51 1321	UAL23	cleveland center united fifteen twenty three checkin in three five oh
1321:07	UAL23	cleveland united fifteen twenty three three five oh
1321:12	LOR-R	united fifteen twenty three three five zero roger
1321:15	UAL23	ah pickin up come continuous light chop now for united fifteen twenty three
1321:31	LOR-R	chautauqua forty eight seventy cleveland
1321:33	CHQ70	go ahead forty eight seventy
1321:34	LOR-R	chautauqua forty eight seventy ah turn right to a heading of zero nine zero now they got some traffic er returning at thirty seven here
1321:40	CHQ70	all right zero nine zero now for chautauqua forty eight seventy

1321:43	LOR-R	fedex thirty nine fifty one ah heavy contact cleveland center now one three four point one two
1321:48	FDX51	thirty four twelve fedex thirty nine fifty one see ya
1321:55	BTA86	cleveland center jetlink forty two eighty six is with you at three three zero we're talkin to company right now
1322:00	LOR-R	roger
1322:01	DAY	ravenna dayton eighty nine
1322:13	USA63	u s air six three three one oh
1322:15	UNKN	(unintelligible) six middletown
1322:16	LOR-R	bellaire
1322:17	AIR-R	ahhhh
1322:20	USA63	anything to erie we'll take
1322:21	AIR-R	u s air six three cleveland roger
1322:23	UNKN	all right v p
1322:24	LOR-R	bellaire
1322:25	AIR-R	ah yes
1322:25	COM33	and cleveland for comair eight thirty three ah if you'd like we could start slowin down

1322:29	AIR-R	well they just told us that ah anything in the air they're gonna go head and try and take em ah i think you'll be all right
1322:35	COM33	okay we'll just ah (unintelligible)
1322:37	UAL36	cleveland ah united six thirty six (unintelligible)
1322:38	UNKN	yeah
1322:39	UNKN	(unintelligible) climbing to three one zero
1322:43	AIR-R	ahhhh yeah thats good hes climbing now
1322:45	LOR-R	w h hes supposed to be yeah
1322:47	AIR-R	okay good
1322:52	UAL36	cleveland center united six thirty six
1322:54 1323	LOR-R	united six thirty six three seven oh roger
1323:02	LOR-R	united six thirty six descend and maintain flight level three five zero unless you'd rather go to thirty nine
1323:06	UAL36	ah unable thirty nine and out of thirty seven for thirty five united six thirty six
1323:10	LOR-R	united six thirty six roger ah where were you goin originally
1323:14	UAL36	we were goin to newark and ah company ah requested return due to activity over there in ah the east coast
1323:19	LOR-R	understand

1323:22	USA57	center u s air twenty six fifty seven with you at three three oh
1323:29	LOR-R	u s air twenty six fifty seven three three zero cleveland center roger
1323:34	LOR-R	amtran seven ninety seven thirty seven traffic eleven oclock four miles eastbound
1323:39	AMT97	seven ninety seven in sight
1323:40	LOR-R	chautauqua forty eight seventy traffic eleven oclock three miles westbound at thirty nine
1323:44	CHQ70	traffic in sight forty eight seventy
1323:46	LOR-R	roger
1323:47	BTA86	center forty two eight six
1323:48	UNKN	yeah
1323:49	LOR-R	that chautauquas on a ninety heading will still make him with the united up there descending and ah hes your control back with respect back up to the airway
1323:53	UNKN	okay thats fine
1323:53	LOR-R	w h
1323:54	LOR-R	chautauqua forty eight seventy contact cleveland one thirty three zero seven
1323:59	CHQ70	thirty three oh seven forty eight seventy
1324:01	LOR-R	roger

1324:02	LOR-R	jetlink forty two eighty six ah thirty five traffic ten oclock three miles westbound
1324:07	BTA86	ah we got him in sight and ah forty two eighty six our new plan is ah destination cleveland
1324:10	LOR-R	ahh jet link forty two eight six ah roger understand
1324:17	UAL93	morning cleveland united ninety three is with you at three five oh intermittent light chop
1324:21	LOR-R	jet link forty two eight six ah turn left to a heading of ah three zero zero be radar vectors ah for ah waterville you can expect further routing via waterville ah victor five twenty six wakem
1324:36	BTA86	kay left at three zero zero and ah expect direct to waterville for jetlink forty two eight six
1324:40	LOR-R	yeah that'll be probably take you out to the west of waterville so give you room to get you down and then ah you'll be turning in towards waterville ah wakem arrival to cleveland
1324:51	BTA86	kay three zero zero on the heading then ah waterville for the wakem jetlink forty two eighty six
1324:52	LOR-R	roger and ah jetlink forty two eight six contact the ah center now on ah one one niner point three two
1325:00	BTA86	nineteen thirty two jetlink forty two eighty six see ya
1325:03	LOR-R	roger
1325:06	UAL93	united ninety three checking in three five oh
1325:09	LOR-R	united ninety three three five zero roger

1325:12	LOR-R	imperial
1325:12	IRL-R	imperial
1325:14	LOR-R	have they taken the ah philadelphia stuff thats airborne already or (unintelligible)
1325:17	IRL-R	if it's airborne they're slowly taking it so i'm taking it til they shut me off
1325:20	LOR-R	okay all right
1325:24	LOR-R	midex one fifty you goin to ah philly
1325:31	MEP50	i'm sorry say again for midex one fifty
1325:32	LOR-R	yeah midex one fifty and you a at they are takin the philadelphia traffic right now ah whatever's airborne ah as long as they can so ah hopefully we we'll be able to get you in there
1325:42	MEP50	all right great thanks appreciate it
1325:44	LOR-R	but you may still want to talk to your company and see whats the alternate plans are they i don't know if you heard about the accident in the ah new york
1325:50	MEP50	yeah we just ah turned on the a d f to try to find out sounds pretty serious out there
1325:56 1326	LOR-R	ah yeah
1326:08	LOR-R	northwest two thirty eight cleveland
1326:18	EJA56	cleveland center execjet nine fifty six flight level three niner zero

1326:21	LOR-R	execjet ah nine fifty six three niner zero roger
1326:25	LOR-R	united six thirty six you goin direct knox now
1326:28	UAL36	thats affirmative united six thirty six
1326:30	LOR-R	united six thirty six roger
1326:35 1327	FFO	lorain patterson eighty nine line
1327:06	FFO	lorain patterson eighty nine
1327:16	FFO	lorain patterson eighty nine
1327:17	LOR-R	united fifteen twenty three traffic at ah two oclock to three oclock four miles eastbound flight level three seven zero
1327:23	UAL23	okay united fifteen twenty three
1327:25	LOR-R	united ninety three that traffic for you is one oclock twelve miles east bound three seven zero
1327:30	UAL93	negative contact we're looking united ninety three
1327:36	FFO	lorain patterson eighty nine
1327:37	ELX	blufton keeler nine
1327:46 1328	LOR-R	tag five one cleveland
1328:05	LOR-R	lockborne eighty nine

1328:08	LCK	lockorne
1328:09	LOR-R	are you watching the tag five one out there
1328:11	LCK	yes i am (unintelligible)
1328:13	LOR-R	pattersons giving him a right turn back (unintelligible) we'll have to reroute we'll just put him in back direct saint louis and they can put him wherever they want just so we (unintelligible)
1328:17	UAL93	(unintelligible)
1328:23	UNKN	lorain
1328:23	LOR-R	yeah go ahead
1328:25	UNKN	if ah air canada continues his climb can you take him climbing to thirty five or thirty nine
1328:28	LOR-R	ahh
1328:30	AAL60	center american ah ten sixtys with you for for three one oh
1328:31	UNKN	doesn't look like it
1328:32	LOR-R	ahh doesn't look like it don't look good alright
1328:33	UNKN	all right thanks
1328:36	LOR-R	somebody call cleveland
1328:38	AAL60	roger american ah ten sixtys with you at we're at three seven oh we're ah slowing ah due to the the um delays possible we're goin ah goin eastbound

1328:47	LOR-R	thats american ten sixty
1328:50	UAL93	(unintelligible)
1328:59	FFO	lorain patterson eighty nine line
1329:03	AAL60	center american ten sixty
1329:05	LOR-R	yeah
1329:06	FKL-R	you got united ninety three
1329:08	LOR-R	united ninety three
1329:09	FKL-R	south of chardon there
1329:10	LOR-R	yeah
1329:11	FKL-R	thats descended
1329:12	FFO	lorain patterson eighty nine line
1329:13	LOR-R	whats that
1329:14	FKL-R	i'm just saying looks like hes descended there
1329:15	LOR-R	i don't think so united ninety three verify at three five zero
1329:20	LOR-R	united ninety three verify you're at flight level ah three five zero
1329:27	N16MF	cleveland one six mike fox outta thirty nine eight for four one oh

1329:33	LOR-R	november one six mike foxtrot roger
1329:35	LOR-R	united ninety three verify you're level at three five zero
1329:41	LOR-R	united ninety three cleveland
1329:45	LOR-R	united fifteen twenty three cleveland
1329:47	UAL23	yes sir
1329:48	LOR-R	united fifteen twenty three turn twenty degrees right
1329:50	UAL23	twenty right united fifteen twenty three
1329:57 1330	LOR-R	united ninety three cleveland
1330:03	LOR-R	united ninety three if you hear cleveland center ident please
1330:11	N61AC	cleveland center good morning citation five six one alfa charlie with you climbing to three seven zero
1330:16	LOR-R	ah whos that five six one alfa charlie
1330:19	N61AC	thats affirmative
1330:20	LOR-R	five six one alfa charlie roger yous ah thirty three or thirty seven wa was your clearance
1330:24	N61AC	we're climbing to three seven zero we're out of three three zero now
1330:26	LOR-R	five six one alfa charlie roger

1330:30	N61AC	and for one alfa charlie ah is there some sort of a problem goin on out there that on the east coast that we need to know about
1330:34	LOR-R	ahh yeah i'll keep you advised on that in a second amtran seven ninety seven cleveland
1330:39	AMT97	seven ninety seven go ahead
1330:40	LOR-R	amtran seven ninety seven contact the cleveland center now on ah one one niner point three two
1330:44	AMT97	nineteen thirty two seven ninety seven see ya
1330:48	LOR-R	united fifteen twenty three did you hear your company ah did you ah hear ah some some interference in the frequency here a couple minutes ago screaming
1330:54	UAL23	yes i did seven ninety seven and ah i we couldn't tell what it was either
1330:58	LOR-R	ok
1330:59	LOR-R	united ninety three cleveland if you hear the center ident
1331:08	AAL60	and american ah ten sixty ah ditto on the ah other transmission
1331:13	LOR-R	american ten sixty you heard that also
1331:15	AAL60	yes sir twice
1331:17	LOR-R	roger five six one alfa charlie keep your airspeed back to two hundred and fifty knots and ah report reaching three seven oh we heard that also thanks i just wanted to confirm it wasn't some interference
1331:25	UNK	roger

1331:27	LOR-R	execjet nine fifty six cleveland
1331:30	EJA56	nine fifty six go ahead
1331:33	UNKN	sandusky eighty nine line
1331:40	EJA56	cleveland nine fifty six
1331:43	LOR-R	ah whos that calling
1331:45	EJA56	execjet nine fifty six
1331:46	LOR-R	execjet nine fifty six go
1331:48	EJA56	ah we're just answering your call ah we did here that ah yelling too
1331:51	LOR-R	ok thanks yeah we're just trying to figure out whats going on
1331:56	UAL93	(unintelligible) keep remaining sitting we have a bomb on board (unintelligible)
1332:07	LOR-R	er ah calling cleveland center you're unreadable say again slowly
1332:22	DAL89	cleveland center good morning delta nineteen eighty nine we're at three five oh
1332:25	LOR-R	delta nineteen eighty nine roger
1332:28	UAL36	center did you hear the transmission where the airplane just said he had a bomb on board
1332:32	LOR-R	ah say again ah was that united ninety three

1332:39	UAL36	and center united ah six thirty six
1332:42	UNKN	blufton (unintelligible)
1332:43	LOR-R	united six thirty six go ahead
1332:46	UAL36	center requesting flight level two eight zero
1332:48	LOR-R	united six thirty six ah
1332:50	UNKN	blufton ah fort wayne
1332:51	LOR-R	roger ah i don't have it right now sir
1332:52	UAL36	ah anything lower would be appreciated thank you
1332:55	LOR-R	united six thirty six roger
1332:56	MEP50	center midex one fifty
1332:58	UNKN	blufton nine
1333		
1333:11	LOR-R	amtram seven ninety seven cleveland
1333:14	EJA56	and cleveland execjet nine fifty six
1333:18	DAY	sky stop northwest fifteen eighty one at twenty seven and ship em please
1333:21	LOR-R	execjet nine fifty six ah go ahead
1333:24	EJA56	yeah that transmission he said was unreadable it sounded like someone said they have a bomb on board

1333:28	LOR-R	thats what we thought we just ah we we didn't we didn't get it clear ---that united ninety three calling
1333:30	MEP50	center midex one fifty
1333:31	LOR-R	midex one fifty ah standby if you would ah unless you got an emergency
1333:33	MEP50	standing by
1333:34	LOR-R	roger u s air twenty six fifty seven cleveland one two five point four two
1333:37	USA57	twenty five forty two u s air twenty six (unintelligible)
1333:38	UNKN	blufton nine line fort wayne
1333:40	LOR-R	execjet nine fifty six that aircraft we believe was transmitting is twelve oclock one five miles turn left heading two two five that'll get you away from him
1333:47	UNKN	blufton nine fort wayne
1333:48	EJA56	two two five execjet nine fifty six
1333:49	LOR-R	one six mike foxtrot fly heading one two zero to get you away from that
1333:53	N16MF	going one twenty on the heading mike fox
1333:54	LOR-R	five six one alfa charlie fly heading zero nine zero
1333:57	N61AC	zero nine zero one alfa charlie
1333:58	LOR-R	roger american ten sixty fly heading zero niner zero

1333:59 1334	UNKN	zero nine zero american ten sixty
1334:02	UNKN	blufton nine
1334:03	LOR-R	roger
1334:07	MEP50	and center midex one fifty
1334:09	LOR-R	midex one fifty contact the cleveland center now one three two point one two
1334:12	MEP50	thirty two twelve midex one fifty
1334:14	LOR-R	roger
1334:16	LOR-R	november niner six foxtrot golf contact cleveland center now on ah one three three point five two
1334:22	N96FG	one three three five two six foxtrot golf so long
1334:25	LOR-R	united six thirty six contact cleveland one one niner point three two he has your request
1334:29	UAL36	nineteen thirty two six thirty six
1334:30	LOR-R	roger
1334:32	EJA56	center execjet nine fifty six where's that traffic for us again
1334:35	LOR-R	say again
1334:36	EJA56	that traffic we're turning for is that about our two to three oclock

1334:39	LOR-R	hes at ah one to two oclock yeah or two to three oclock as you turn
1334:42	EJA56	(unintelligible) we got it on tcas i think we got it
1334:45	LOR-R	ok hes climbing so i want to keep you everybody away from him
1334:47	EJA56	okay i think we got him in sight
1334:50	LOR-R	delta nineteen eight nine ah cleveland
1334:52	DAL89	yes sir
1334:54	LOR-R	delta nineteen eighty nine ah turn right to a heading of ah three two zero
1334:57	DAL89	all right that was nineteen eighty nine heading three two zero
1334:59 1335	LOR-R	roger
1335:12	LOR-R	ah ok delta eighty nine we're gonna go the other way fly heading of ah two six zero
1335:16	DAL89	all right sir two six zero delta nineteen eighty nine
1335:18	LOR-R	delta nineteen eighty nine roger
1335:19	LOR-R	united fifteen twenty three fly heading of ah two eight ah five
1335:23	UAL23	two eight five united fifteen twenty three
1335:24	LOR-R	united fifteen twenty three roger
1335:34	LOR-R	united ninety three if able ah squawk trip please

1335:48	LOR-R	execjet nine five six fly heading ah two ah seven zero
1335:53	EJA56	ok two seven zero execjet nine fifty six looks like hes moving away from us (unintelligible) traffic
1335:58	LOR-R	ah say again sir
1335:59	EJA56	that traffic moving away from us
1336:01	LOR-R	ah that traffic is moving westbound you're about twenty miles behind him and ah south of him ah hes ah coming up on the dryer v o r and hes climbing out of thirty seven four
1336:09	EJA56	ok we got him nine ah fifty six
1336:12	LOR-R	roger
1336:46	LOR-R	execjet nine fifty six that traffics in a turn make a make a ah left turn execjet nine fifty six to a three twenty heading we're gonna miss him by much here
1336:55	EJA56	ok ah understand you want us to left turn to three twenty execjet nine fifty six
1336:59	LOR-R	roger
1337:00	LOR-R	five six one alfa charlie squawk code ah zero seven two seven
1337:06	N61AC	zero seven two seven one alfa charlie
1337:07	LOR-R	roger
1337:09	LOR-R	execjet nine fifty six a left turn

1337:11	LOR-R	one six mike foxtrot fly heading ah one six zero
1337:13	N16MF	one six zero mike fox
1337:15	LOR-R	american ten sixty turn another twenty degrees right that traffics ah north of you turning ah your direction
1337:20	AAL60	ok twenty degrees further right american two sixty
1337:22	LOR-R	roger
1337:23	AAL60	we can spin if you like
1337:29	LOR-R	one ah six mike fox make a right three sixty and ah roll ah right turn to a two seventy heading
1337:33	N16MF	right turn to two seventy mike fox
1337:35	LOR-R	roger
1337:37	LOR-R	five six one alfa you five six one alfa charlie make a right turn to a heading of two seven zero
1337:43	N61AC	right turn two seven zero one alfa charlie
1337:46	LOR-R	alfa charlie roger
1337:53	LOR-R	delta nineteen eighty nine ah cleveland
1337:56	DAL89	go ahead sir
1337:57	LOR-R	delta nineteen eighty nine turn right now to a of ah heading of three ah one five

1338:01	DAL89	three one five delta nineteen eighty nine
1338:02	LOR-R	roger
1338:03	LOR-R	one six mike fox that traffic is climbing ah towards your ah expedite the turn to the to the right
1338:09	N16MF	mike fox wilco
1338:10	LOR-R	hes about eight miles north of ya
1338:12	N16MF	ok
1338:12	LOR-R	five six one alfa charlie expedite your turn to the right to ah west heading
1338:15	N61AC	one alfa charlie
1338:16	LOR-R	roger
1338:17	LOR-R	execjet nine fifty six just roll out east bound
1338:20	EJA56	roll out east bound execjet nine fifty six
1338:21	LOR-R	american ten sixty roll out ah heading zero nine zero
1338:26	AAL60	zero nine zero american ten sixty
1338:27	LOR-R	roger
1338:29	LOR-R	traffic is outta forty one thousand now climbing
1338:39	LOR-R	united fifteen twenty three you're clear of that ah aircraft now just stay on

		that heading contact cleveland one one niner point three two
1338:45	UAL23	nineteen thirty two united fifteen twenty three see ya
1338:48	LOR-R	good day --- american ten sixty fly heading zero nine zero
1338:50	AAL60	zero nine zero american ten sixty
1338:52	LOR-R	roger delta nineteen eighty nine that traffic for yous a eleven oclock and fifteen miles southbound forty one climbing looks like hes turning east fly heading three six zero
1339:00	LOR-R	ok thanks delta nineteen eighty nine
1339:02	LOR-R	roger execjet nine fifty six fly ah east heading
1339:06	EJA56	ah we're in the turn to a heading of east execjet nine fifty six
1339:08	LOR-R	execjet nine eighty six roger
1339:10	UAL93	ah is the captain ah would like to all to remain seated there is a bomb aboard and are going back to the airport and to have our demands (unintelligible) please remain quiet
1339:19	LOR-R	ok thats united ninety three calling
1339:24	LOR-R	united ninety three understand you have a bomb on board go ahead
1339:40	EJA56	and center execjet nine fifty six that was the transmission
1339:45	LOR-R	ok ah who called cleveland
1339:50	LOR-R	execjet nine fifty six did you understand that transmission

1339:54	EJA56	affirmative he said there was a bomb on board
1339:57	LOR-R	and ah that was all you got out of it also
1339:59	EJA56	affirmative
1340:00	LOR-R	roger
1340:01	LOR-R	united ninety three go ahead
1340:12	LOR-R	united ninety three go ahead
1340:18	LOR-R	execjet nine fifty six ah turn right to a heading of ah one four zero
1340:24	LOR-R	okay right turn to one four zero for nine fifty six is that air (unintelligible) eastbound
1340:28	LOR-R	ah say again
1340:30	EJA56	is that aircraft you can't got ahold of is he turned to the east now
1340:32	LOR-R	he just turned to the east also
1340:34	LOR-R	american ten sixty fly heading one six zero
1340:36	AAL60	one sixty american ten sixty
1340:38	LOR-R	american ten sixty roger
1340:41	LOR-R	one six mike foxtrot ah fly heading of ah three five zero
1340:45	N16MF	three five zero one six mike fox

1340:47	LOR-R	five six one alfa charlie fly heading three five zero
1340:50	N61AC	three five zero one alfa charlie
1340:51	LOR-R	roger
1340:57	LOR-R	delta nineteen eighty nine fly heading two eight five
1341:00	DAL89	two eight five delta nineteen eighty nine
1341:01	LOR-R	roger
1341:06	LOR-R	united ninety three do you hear cleveland center
1341:36	LOR-R	ok american ten sixty and execjet nine fifty six we just lost the target on that aircraft
1341:40	EJA56	ok nine fifty fix we had a visual on him just standby
1341:42	LOR-R	do you have a visual on him now
1341:44	EJA56	ah we did but we lost him in the turn er we just make a quick
1341:48	LOR-R	well i have a thirty seven aircraft right behind you on a vector also --- that may be who you saw
1341:55	LOR-R	do you have a visual on him now ah execjet nine five six if you can make a turn back to a two twenty heading let me know if you can see him
1342:01	EJA56	ah hes still there we got him for nine fifty fix
1342:04	LOR-R	hes still there ah hes northwest of ya about twenty five mile

1342:07	EJA56	affirmative for nine fifty fix
1342:13	AAL60	american ah ten sixty ah we'd like to descend if its ah possible
1342:17	LOR-R	american ten sixty roger fly heading fly heading one eight zero
1342:20	AAL60	one eight zero sir
1342:22	LOR-R	execjet nine fifty six fly heading one eight zero
1342:24	EJA56	ok we're making a turn for nine fifty six he appears to be heading right towards us
1342:27	LOR-R	ah say again sir
1342:29	EJA56	ah he appears to be heading towards us we're in the right turn to two twenty
1342:31	LOR-R	execjet nine fifty six make it a one eighty heading then
1342:34	EJA56	one eighty on the heading nine fifty six
1342:36	LOR-R	execjet nine fifty six contact cleveland center one three five point one seven
1342:39	EJA56	one three five one seven nine fifty six good luck
1342:42	LOR-R	american ten sixty do you see anybody northwest of you can you see back that far there
1342:46	AAL60	ah we're looking now sir
1342:49	LOR-R	ok ah execjet theres an execjet at thirty nine right in front of ya heading south and ah he said he thinks he sees him behind him i don't know if he see you or somebody else

1342:56	AAL60	ahh he probably sees us we're we're directly behind him
1343:00	LOR-R	ok thats what i thought that he might have seen you ah that aircraft is a seven fifty seven that we're lookin for united
1343:09	AAL60	sir is there any chance that ah we can descend
1343:11	LOR-R	ah american ten sixty contact cleveland one three five point one seven thanks a lot for the help and ah he he can give ya the descent clearance
1343:17	AAL60	three five one seven good day
1343:29	AAL60	center american ah ten sixty with ya we're three seven oh
1343:56	DAL89	cleveland center delta nineteen eighty nine
1344:00	LOR-R	one six mike fox contact cleveland one one niner point ah three two
1344:06	N16MF	nineteen thirty two so long
1344:07	LOR-R	roger
1344:09	DAL89	cleveland delta nineteen eighty nine
1344:10	LOR-R	delta nineteen eighty nine go
1344:12	DAL89	company wants us on the ground in cleveland
1344:14	LOR-R	ah say again
1344:16	DAL89	ah the company wants us to divert ah to land at cleveland

1344:19	LOR-R	ahh delta nineteen eighty nine roger fly your present heading descend and maintain flight level three three zero expect further ah vectoring for cleveland
1344:24	DAL89	delta nineteen eighty nine three three zero present heading
1344:27	LOR-R	delta nineteen eighty nine roger and ah contact cleveland one one niner point three two
1344:31	DAL89	nineteen thirty two
1344:43	N16MF	ah one six mike fox back with you no answer at nineteen thirty two
1344:51	LOR-R	ah tell em ah try again ah mike fox he was busy there ah one one niner point three two
1344:55	N16MF	ok
1344:56	LOR-R	we believe that aircraft is about a hundred miles southeast of you now southeast bound
1345:02	N61AC	and center five sixty one alfa charlie we just want to go ahead and delete the toledo
1345:09	UNKN	(unintelligible)
1345:16	AMX81	and cleveland center morning mexicana eight eighty one level at three five zero
1345:22	LOR-R	mexicana eight eight one roger contact cleveland one one niner point three two sir one one niner three two
1345:25	ELX	sky keeler nine
1345:27	AMX81	okay nineteen three two mexicana eight eighty one

1345:29	LOR-R	roger united ninety three cleveland do you still hear the center
1345:35	LOR-R	united ninety three do you still hear cleveland
1345:44	LOR-R	imperial
1345:46	UNKN	return to toronto
1345:47	IRL-R	oh really
1345:48	UNKN	yeah
1345:51	ACA60	ah cleveland air canada five six zero ah we just got a message ah operations would like us to turn around and go back to toronto
1345:55	IRL-R	air canada five sixty ah understand that ah stand by a second
1346:01	ACA60	roger
1346:03	UNKN	i'm turning him to get away from this guy and then back to dunkirk
1346:04	IRL-R	air canada five sixty fly heading two niner zero expect direct dunkirk direct ling
1346:13	LOR-R	united ninety three united niner three do you hear cleveland
1346:48	LOR-R	imperial
1346:49	IRL-R	imperial
1346:50	LOR-R	yeah are you turning that midex away from that primary up there

1346:52	LOR-R	i i the midex ravennas ravennas talking to midex i see him turning him out of uniteds way
1346:55	LOR-R	yeah yeah united put your primaries up bill cause i'm pretty sure thats him its tracking (unintelligible)
1346:57	IRL-R	i got em i got em on and tracking him
1346:59	LOR-R	ok ok
1347:22	LOR-R	november five six one alfa charlie cleveland one one niner point three two sir
1347:25	N61AC	nineteen thirty two good day good
1347:28	LOR-R	united ninety three united ninety three cleveland
1347:50	LOR-R	allegheny
1347:52	AGC-R	allegheny
1347:52	LOR-R	i believe that to be the primary thats associated with united ninety three if you want to put your primary buttons on there
1347:56	AGC-R	i got the primary buttons on (unintelligible)
1347:58	LOR-R	ok you wanna just take the handoff in case he ah calls you or calls somebody down in that area
1348:01	AGC-R	ok i'll do that
1348:02	LOR-R	hes not answering me anymore
1348:03	AGC-R	alright

1348:04	LOR-R	and we don't know what altitude hes at so
1348:05	AGC-R	ok
1348:05	LOR-R	ok we pointed him out to imperial and everybody below
1348:06	AGC-R	all right
1348:07	AGC-R	all right
1348:43	LOR-R	united ninety three united ninety three do you hear cleveland center
1349		
1350		
1350:23	LOR-R	yeah yeah
1350:24	IRL-R	lorain
1350:26	LOR-R	yeah yeah ah go ahead light
1350:27	IRL-R	yeah point out air canada five sixtys direct dunkirk
1350:30	LOR-R	thats ah approved
1351		
1352		
1352:40	LOR-R	execjet nine five six cleveland
1353		
1354		
1354:16	N10WS	november five ten whiskey sierra
1354:35	AGC-R	okay five ten whiskey si
1354:38	LOR-R	ah northwest four sixty sevens approved with ah lorain there
1354:41	LOR-R	patterson if you're trying to call

1354:45	FFO	hes comin
1355		

End of Transcript

ZOB-ARTCC-287
N591UA (UAL93)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript;
Aircraft Accident; N591UA (UAL93); Somerset, PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Lorain Radar Associate position for the time period from September 11, 2001, 1325 UTC to September 11, 2001, 1352 UTC.

Agencies Making Transmissions	Abbreviations
Indianapolis ARTCC, Patterson Sector	FFO
Cleveland ARTCC, Lorain Radar Associate	LOR-D
Cleveland ARTCC, Franklin Radar Associate	FKL-D
Unknown	UNKN
Cleveland ARTCC, Ravenna Radar Associate	RAV-D
Cleveland ARTCC, Allegheny Radar Associate	AGC-D
Indianapolis ARTCC, Lockborne Sector	LCK
Cleveland ARTCC, Mansfield Radar Associate	MFD-D
Cleveland ARTCC, Allegheny Radar Position	AGC-R
Cleveland ARTCC, Hopkins Radar Associate	HOP-D
Cleveland ARTCC, Imperial Radar position	IRL-R

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1325
1326

1326:35	FFO	lorain patterson eighty nine line
1326:39	LOR-D	lorain
1326:40	FFO	tag five one request control for turn he wants to come back to saint louis
1326:43	LOR-D	control for turns approved l e
1326:45	FFO	x a
1327		
1327:01	LOR-D	go ahead franklin
1327:02	FKL-D	uh routing to indianapolis do would you happen to know that
1327:05	LOR-D	routing to indianapolis
1327:06	FFO	lorain patterson eighty nine
1327:09	LOR-D	rosewood direct
1327:10	FKL-D	rosewood direct
1327:11	LOR-D	yep
1327:12	FKL-D	k v
1327:12	LOR-D	l e
1327:16	FFO	lorain patterson eighty nine
1327:33	FFO	lorain patterson eighty nine
1328		

1328:59	FFO	lorain patterson eighty nine line
1329		
1329:10	FFO	lorain patterson eighty nine line
1329:13	LOR-D	lorains on
1329:14	FFO	november one alfa charlie is goin direct dryer climbin to flight level three seven zero
1329:19	LOR-D	approved
1329:20	FFO	x a
1329:20	UNKN	l e
1330		
1330:10	FKL-D	lorain franklin
1330:13	LOR-D	go ahead franklin
1330:14	FKL-D	do you have united ninety three south of chardon
1330:16	LOR-D	we hear some funny noises we're trying to get em do you have em
1330:19	FKL-D	no
1330:21	LOR-D	thank you
1331		
1332		
1332:26	LOR-D	ravenna
1332:27	RAV-D	this is the ravenna d
1332:28	LOR-D	yea the air canada six sixty eight --- i want you to get him out of this

		aircrafts uh area we got a hijack here and (unintelligible)
1332:36	RAV-D	i i'm sorry say again what about
1332:38	LOR-D	ok
1332:39	RAV-D	air canada six sixty eight what do we gotta do
1332:41	LOR-D	just get out of the way of united ninety three that is a hijack we think do you see it
1332:48	RAV-D	(unintelligible) united ninety three twenty east of put him back up
1332:51	LOR-D	alright
1332:52	RAV-D	put him back up bill ok united ninety three (unintelligible)
1333		
1333:35	UNKN	lorain
1333:36	LOR-D	lorain
1333:37	UNKN	see if you got a nine six foxtrot golf for me please
1333:39	LOR-D	nine six foxtrot golf i will
1333:43	UNKN	thank you (unintelligible)
1334		
1335		
1335:01	UNKN	go ahead lorain
1335:02	LOR-D	mexicana eight eighty one you need to get him out of there run him east give him to jamestown we got an emergency possible bomb on board right over dryer that guys just flying around

1335:09	UNKN	alright
1335:10	LOR-D	just slant ok take him back and go east ok
1335:13	UNKN	i i'll go where i'm gonna go with him i'll take care of it
1335:14	LOR-D	just take him outta lorain blufton too
1335:15	UNKN	i got it i got it get off my ear
1335:16	LOR-D	thank you
1335:26	LOR-D	franklin---franklin
1335:32	FKL-D	franklin
1335:33	LOR-D	yea this is lorain no aircraft are to come into lorain until further notice
1335:36	FKL-D	understand we'll start spinning
1335:38	LOR-D	thank you
1335:42	LOR-D	allegheny
1335:43	AGC-D	allegheny
1335:44	LOR-D	do not bring any aircraft into lorain sector emergency possible bomb um tell bellaire and imperial please
1335:51	AGC-D	alright
1335:51	LOR-D	x k

1336

1336:16	LOR-D	go ahead lorain
1336:17	UNKN	chautauqua forty eight seventy take him south get in allegheny
1336:19	LOR-D	he he is goin right
1336:20	UNKN	oh okay
1336:21	LOR-D	alright
1336:21	UNKN	just keep him out of there
1336:22	LOR-D	okay
1336:25	LOR-D	lockborne eighty nine lorain
1336:30	LCK	did you call lockborne
1336:31	LOR-D	no aircraft comin into lorain we have possible hijack bomb er situation here
1336:34	LCK	ok alright
1336:35	LOR-D	nobody comes to lorain
1336:35	LCK	alright thank you alright
1336:36	LOR-D	could you tell appleton please
1336:37	LCK	i'll tell appleton
1336:38	LOR-D	thank you

1336:39	LCK	alright
1336:40	LOR-D	patterson eighty nine lorain
1336:49	LOR-D	patterson lorain eighty nine
1336:51	FFO	patterson
1336:52	LOR-D	no aircraft are to come into lorain we have an emergency over dryer and do not bring any aircraft into lorain can you tell dayton please
1336:58	FFO	wilco
1336:59	LOR-D	thank you
1337:00 1338	FFO	x a
1338:03	UNKN	(unintelligible)
1338:04	UNKN	go ahead
1338:05	LOR-D	lockborne eighty nine line
1338:11	LOR-D	lockborne eighty nine line
1338:13	LCK	lockborne
1338:14	LOR-D	yeah look uh south of dryer code of one five two seven
1338:18	LCK	united ninety three
1338:19	LOR-D	yea he is doin his own thing there um its an emergency keep your eye on em

		we don't know where hes gonna go
1338:26	LCK	is he hijack is he hijack
1338:27	LOR-D	possible
1338:28	LCK	ok
1338:29	LOR-D	and a possible bomb we hear i don't know if we should be telling you this but uh
1338:31	LCK	thats alright
1338:32	LOR-D	you need to know um hes been climbing and he hasn't stopped yet and hes going due south right now
1338:38	LCK	ok we'll watch him
1338:39	LOR-D	and nobody nobodys talking to him at all
1338:41	LCK	ok thank you
1338:42	LOR-D	ok
1338:43	LCK	right thanks alright
1339		
1340		
1341		
1341:40	LOR-D	mansfield
1341:41	MFD-D	yea
1341:42	LOR-D	united ninety three disappeared off our scope

1341:44	MFD-D	ok
1341:45	LOR-D	we don't know whats happening if he is descending or what we have no idea
1341:47	MFD-D	ok
1341:48	LOR-D	put your primaries up and keep your eye out
1341:50	MFD-D	alright
1341:50	LOR-D	and try and keep aircraft around from that area
1341:51	MFD-D	okay i'll let briggs know the same thing then
1341:53	LOR-D	thank you
1341:54	MFD-D	b s
1342:00	UNKN	(unintelligible)
1342:01	AGC-R	this is allegheny
1342:02	LOR-D	yeah watch execjet nine fifty six we're givin him some spins we had to keep clear of some aircraft
1342:05	AGC-R	if you want to run him right south and put him on me i'll work him
1342:06	LOR-D	can we do that
1342:06	AGC-R	yeah
1342:07	LOR-D	alright

1342:08	AGC-R	put him on me i'll take care of him
1342:08	LOR-D	and we can we do the same for the american ten sixty eight
1342:11	AGC-R	thats approved
1342:11	LOR-D	alright will you'll took take the route
1342:13	AGC-R	i'll i'll fix it where it needs to be
1342:14	LOR-D	appreciate it we'll put em on both one eighties
1342:15	AGC-R	okay
1342:37	LOR-D	hopkins
1342:38	HOP-D	hopkins
1342:39	LOR-D	do you see united ninety threes track
1342:41	HOP-D	not his track were i uh (unintelligible)
1342:43	LOR-D	(unintelligible) do you see the target er uh
1342:44	HOP-D	yea the data block we brought it up
1342:45	LOR-D	ok what happened was we lost total track we don't know what happened if he went down keep all aircraft out of that area for a while i don't know what altitude hes at or whats going on ok
1342:53	HOP-D	sure

1342:53	LOR-D	thank you
1343		
1343:48	AGC-R	allegheny allegheny
1343:51	LOR-D	this is lorain that united ninety three we think is a (unintelligible)
1343:53	AGC-R	i see the primary there
1343:54	LOR-D	yea the primary we think thats him
1343:55	AGC-R	ok
1343:57	LOR-D	we're not sure of the altitude though
1343:58	AGC-R	alright
1343:58	LOR-D	l e
1344		
1345		
1345:09	IRL-R	go ahead lorain
1345:10	LOR-D	yea united ninety three
1345:12	IRL-R	yea
1345:13	LOR-D	we don't know what altitude he at but i believe that hes tracking on that primary goin southeast bound
1345:17	IRL-R	oh you gotta be kiddin
1345:20	LOR-D	don't let anybody go around him whats that
1345:21	IRL-R	tell anybody what

1345:22	LOR-D	don't let anybody go around it because know what altitude hes at ok
1345:25	IRL-R	alright
1345:27	LOR-D	its an emergency uh i'm i'm sure you heard about it um but like i said we don't know what altitude hes at so we gotta make sure we clear out underneath
1345:33	IRL-R	ok
1345:34	LOR-D	ok
1345:35	IRL-R	i got a midex i just gave ravenna headed right head on with him
1345:37	LOR-D	aw shit
1345:38	IRL-R	i didn't know about it
1345:40	LOR-D	alright
1345:41 1346	IRL-R	okay i get off
1346:05	UNKN	lorain go ahead
1346:06	LOR-D	yea this is lorain chautauqua forty eight
1346:08	UNKN	i can't hear you say again
1346:09	LOR-D	chautauqua forty eight seventy eight can you get him out of the way of united ninety three --- turn him to the north
1346:14	UNKN	yea yea i'm i'm gonna turn him due north if i got him --- imperial may have him

1346:17	LOR-D	ok alright
1346:19	UNKN	we don't know what united ninety three is doing right
1346:20	LOR-D	no sir we don't
1346:21	UNKN	we uh here we go alright
1346:22	LOR-D	we don't know his altitude either l e
1347		
1348		
1349		
1350		
1351		
1352		

End of Transcript

ZOB-ARTCC-287
N591UA (UAL93)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript;
Aircraft Accident; N591UA (UAL93); Somerset PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Imperial Radar position for the time period from September 11, 2001, 1340 UTC to September 11, 2001, 1417 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland ARTCC Imperial Radar Position	IRL-R
Northwest Airlines Flight 301	NWA01
Cleveland ARTCC Brecksville Radar Position	BKI-R
N12MA	N12MA
Unknown	UNKN
Candler Flight 689	CAN89
New York ARTCC Swissdale Sector	SWI
U S Airways Flight 1003	USA03
Air Canada Airlines Flight 560	ACA60
Northwest Airlines Flight 1419	NWA19
Midwest Express Airlines Flight 150	MEP50
Northwest Airlines Flight 1271	NWA71
Washington ARTCC Blue Ridge Sector	BLR
N501LS	N01LS
Northwest Airlines Flight 1455	NWA55
Northwest Airlines Flight 1463	NWA63
Washington ARTCC Hagerstown Sector	HGR
Cleveland ARTCC Lorain Radar Associate Position	LOR-D
Cleveland ARTCC Lorain Radar Position	LOR-R
United Airlines Flight 1854	UAL54
New York ARTCC Harrisburg Sector	HAR
Cleveland ARTCC Morgantown Radar Position	MGW-R
Indianapolis ARTCC Appleton Sector	APE
Washington ARTCC Potomac Sector	POT
USAF Gopher 06	GOF06
Cleveland ARTCC Allegheny Radar Position	AGC-R

Cleveland ARTCC Indianhead Radar Position IHD-R

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Specialist
Cleveland ARTCC

1340:03	IRL-R	northwest three zero one contact cleveland center one one niner point eight seven
1340:09	NWA01	nineteen eighty seven for northwest three zero one
1340:15	IRL-R	brecksville
1340:16	BKI-R	brecks
1340:17	IRL-R	ah imperial northwest fourteen sixty three
1340:18	N12MA	center citation one two mike alpha good morn
1340:19	BKI-R	yeah
1340:19	IRL-R	is proceeding direct elwood city direct dryer
1340:22	BKI-R	alright
1340:23	IRL-R	v p
1340:34	UNKN	and what was the call sign there allegheny

1340:37	IRL-R	candler six eighty nine contact cleveland center one two five point four two good day
1340:42	CAN89	one two five four two you have a good day candler six eighty nine
1340:45	IRL-R	i'll try
1340:59	SWI	and tyrone on the ten this is swissdale
1341:01	UNKN	usair ten oh three descend now maintain flight level two four zero
1341:04	USA03	two four zero usair ten oh three
1341:07	ACA60	cleveland air canada five sixty three three zero
1341:08	IRL-R	(unintelligible) midex one fifty
1341:09	NWA19	cleveland northwest fourteen nineteen two eight oh
1341:10	UNKN	talk to me
1341:11	IRL-R	turning to dryer if he looks like hes going to be with united eleven forty one i'll take him on down to twenty eight
1341:14	UNKN	just take him to twenty eight
1341:15	IRL-R	v p
1341:16	IRL-R	(unintelligible) midex one fifty descend and maintain flight level two eight zero
1341:20	MEP50	on down to flight level two eight zero midex one fifty

1341:36	NWA71	cleveland northwest twelve seventy one out of two five for three three
1341:41	IRL-R	northwest twelve seventy one cleveland center good morning
1341:47	IRL-R	november five zero one lima sierra contact cleveland center one two zero point four good day
1341:55	UNKN	blocked
1341:56	BLR	bellaire blue ridge on the eighty eight line
1341:58	IRL-R	november five zero one lima sierra contact cleveland center one two zero point four
1342:03	N01LS	one two zero point four good day sir five zero one lima sierra
1342:05	IRL-R	good day
1342:07	ACA60	ah cleveland air canada five sixty three three zero
1342:10	IRL-R	air canada five sixty cleveland center higher shortly
1342:14	ACA60	roger
1342:19	NWA55	northwest fourteen fifty five three three oh
1342:22	IRL-R	northwest fourteen fifty five cleveland center good morning
1342:26	IRL-R	northwest fourteen sixty three contact cleveland center one one niner point seven two have a good day
1342:31	NWA63	seventy two northwest fourteen sixty three

1343

1344		
1344:13	HGR	indianhead seventy nine hagerstown
1344:24	IRL-R	midex one fifty contact cleveland center one one niner point eight seven have a good day
1344:30	MEP50	nineteen eighty seven and our days lookin better hope yours gets better
1344:34	IRL-R	well i'll be honest with ya in another two hours it looks like ah the airspace is gonna be ah sterile over this country
1344:41	MEP50	geez ok you guys ah have good luck
1344:45	IRL-R	yeah thanks
1345		
1345:10	IRL-R	go ahead lorain
1345:11	LOR-D	yeah united ninety three
1345:12	IRL-R	yeah
1345:13	LOR-D	we don't know what altitude he at but i believe thats the tracking on the primary goin southeast bound
1345:18	IRL-R	oh you gotta be kiddin
1345:20	LOR-D	don't let anyone go around him whats that
1345:21	IRL-R	tell anybody what
1345:22	LOR-D	don't let anybody go around him because we don't know what altitude hes at ok alright its an emergency and i'm sure i'm sure you heard about it um but like i said we don't know what altitude hes at so we gotta make sure we clear out underneath

1345:24	ACA60	ah center air canada five six zero we're requesting an immediate return to toronto
1345:33	IRL-R	ok
1345:34	LOR-D	ok
1345:35	IRL-R	i got a midex i just gave ravenna headed right head on with him
1345:36	LOR-D	aw shit
1345:38	IRL-R	i didn't know about
1345:39	ACA60	center air canada five six zero
1345:40	IRL-R	ok i get off
1345:45	LOR-R	imperial
1345:47	IRL-R	oh really
1345:48	ACA60	ah cleveland air canada five six zero ah we just got a message ah operations would like us to turn around and go back to toronto
1345:55	IRL-R	air canada five sixty ah understand that ah stand by a second i turned him to go away from this guy and back to dunkirk
1346:01	ACA60	roger
1346:06	IRL-R	air canada five sixty fly heading two niner zero expect direct dunkirk direct ling direct toronto in a couple minutes
1346:11	ACA60	ok heading to two ninety direct dunkirk direct ling toronto in a few minutes

roger air canada five sixty

1346:16	IRL-R	chautauqua forty eight seventy eight you on frequency
1346:22	BKI-R	no i can't take anybody right now hold on
1346:24	UNKN	you can't take anybody alright
1346:26	BKI-R	chautauqua forty eight seventy eight fly heading of zero five zero zero five zero on the heading make a ah gimme a good rate of turn
1346:48	LOR-R	imperial
1346:49	IRL-R	imperial
1346:50	LOR-R	yeah are you turnin that midex away from that primary up there
1346:52	IRL-R	i i the midex ravenna is talkin to the midex i seen him turnin him out of the uniteds way
1346:54	LOR-R	ok
1346:56	LOR-R	yeah yeah united put your primaries up bill cause i'm pretty sure thats him its tracking (unintelligible)
1346:59	IRL-R	i got em i got em on and tracking him
1347:00	LOR-R	ok ok
1347:07	IRL-R	northwest fourteen fifty five descend and maintain flight level three one zero
1347:11	NWA55	flight level three one zero northwest fourteen fifty five

1347:24	IRL-R	air canada five sixty turn right now heading zero one zero vectors for dunkirk make it a tight turn i have a request for ya
1347:32	ACA60	ok zero one zero we're turnin tight ah for dunkirk air canada five sixty
1347:37	IRL-R	ok make it a heading from your position zero two zero direct dunkirk direct ling direct toronto
1347:45	ACA60	k from present position direct dunkirk direct ling direct toronto air canadas y y z
1348		
1348:45	IRL-R	air canada five sixty now it looks like you're basically established on that heading twelve oclock twelve to fifteen miles we have a another aircraft southeast bound ah we're not sure of his altitude would you happen to see any kind of visual on any aircraft in that vicinity
1349:04	ACA60	ok and thats twelve oclock you're lookin
1349:07	IRL-R	ok at this point with your turn hes probably going to be closer to one to one thirty maybe fifteen miles ah do you see anything out there
1349:16	ACA60	ok we're just rolling out on that heading now ah we're lookin ah nothin yet
1349:21	IRL-R	alright if you see anything let me know
1349:23	ACA60	roger any idea what direction hes proceeding
1349:26	IRL-R	hes proceeding southeast bound
1349:30	ACA60	ok thanks we're lookin
1349:32	IRL-R	northwest twelve seventy one i may have to turn you out of the way of an aircraft we don't his altitude don't know where hes going ah but right now hes twelve oclock about sixty miles southeast bound and i have instructions to keep you well clear of him

1349:46	NWA71	northwest twelve seventy one
1349:53	IRL-R	air canada five sixty flight level three three zeros gonna be the final back
1349:56	ACA60	yeah thats fine air canada five sixty
1350		
1350:04	NWA71	northwest twelve seventy one say the distance on that aircraft
1350:10	IRL-R	one second sir i'll give it to you
1350:16	IRL-R	right now hes exactly fifty miles right off your nose we're gonna give you a turn in about two minutes to stay well clear
1350:23	NWA71	twelve seventy one
1350:27	LOR-R	yeah yeah
1350:28	IRL-R	lorain
1350:31	LOR-R	yeah yeah ah go ahead light
1350:31	IRL-R	yeah point out air canada five sixty direct dunkirk
1350:33	LOR-R	thats ah approved
1351		
1351:15	IRL-R	northwest fourteen fifty five contact cleveland center one one niner point seven two
1351:20	NWA55	nineteen seventy two northwest fourteen fifty five
1351:23	IRL-R	northwest twelve seventy one fly heading of ah two six zero vectors away from that airplane

1351:30	NWA71	two six zero northwest twelve seventy one
1351:32	IRL-R	yeah things are really gettin crazy right now
1351:36	NWA71	yep
1351:47	UAL54	cleveland center united eighteen fifty four with you level two niner zero requesting ah cleveland as our ah destination
1351:54	IRL-R	you wanna go to cleveland now you say
1351:57	UAL54	affirmative united eighteen fifty four
1351:58	IRL-R	i'll work on that for ya its gonna be a couple minutes i got some other things goin on
1352:02	UAL54	understand ah united eighteen fifty four
1352:05	IRL-R	yeah things are really gettin worse now
1352:07	IRL-R	air canada five sixty contact cleveland center one three three point zero seven
1352:12	UNKN	imperial six six
1352:12	ACA60	thirty three oh seven air canada five sixty
1352:22	UNKN	we're all goin to thirty two two imperial
1352:27	IRL-R	united eighteen fifty four fly heading of one eight zero vectors for descent and a turn towards cleveland
1352:32	UAL54	heading one eight zero united eighteen fifty four

1352:55	IRL-R	northwest twelve seventy one i have routing to pittsburgh for ya advise ready to copy
1352:58	UNKN	(unintelligible)
1353:00	NWA71	northwest twelve seventy one go ahead
1353:01	IRL-R	northwest twelve seventy one fly heading one eight zero descend and maintain flight level two four zero
1353:07	NWA71	northwest twelve seventy one one eight zero down to two four zero we're out of three three
1353:13	IRL-R	sorry sir
1353:16	NWA71	twelve seventy one
1353:20	IRL-R	and northwest twelve seventy one just ah well heading one eight zero i gotta make sure you stay clear of that other aircraft hes about twelve miles north of you do you show him on your tcas by chance
1353:33	NWA71	twelve seventy one negative
1353:36	IRL-R	alright because he is well hes not part of the problem is hes got his transponder turned off
1353:45	UNKN	imperial
1353:55	IRL-R	northwest twelve seventy one you're cleared to pittsburgh via continue the ah turn direct lets heading of one zero zero and expect direct to ah i'll tell ya what i'm gonna take you over bellaire just to avoid that other aircraft northwest twelve seventy one is cleared direct bellaire direct wiske direct pittsburgh
1354:01	UNKN	thirty two two for everything there imperial

1354:12	UNKN	(unintelligible) comin
1354:15	UNKN	indianhead ten
1354:16	NWA71	thats bellaire wiske and pittsburgh northwest twelve seventy one
1354:17	UNKN	harrisburg high
1354:20	IRL-R	thats correct sir bellaire is just due west from that point
1354:30	HAR	allegheny six harry high
1354:33	IRL-R	united eighteen fifty four ah i'll tell ya what you're gonna go to pittsburgh cleared direct cutta direct pittsburgh
1354:41	UAL54	understand pittsburgh ah direct cutta direct pittsburgh united eighteen fifty four
1354:46	IRL-R	thats correct thats because thats just closer because thats the direction you're heading descend and maintain flight level two four zero
1354:53	UAL54	descend to two four zero united ah six eighteen fifty four
1354:59	NWA71	and northwest twelve seventy one would you spell wiske
1355:02	IRL-R	ah yes its whiskey india sierra kilo echo
1355:21	IRL-R	northwest twelve seventy one amend the altitude maintain flight level two five zero
1355:25	NWA71	northwest twelve seventy one leveling two five zero we're gonna miss it by a couple hundred feet

1355:29	IRL-R	ok
1355:35	IRL-R	and united eighteen fifty one how good a rate of descent can you give me
1355:43	IRL-R	united eighteen fifty four descend now maintain flight level two four zero expedite down
1355:48	UAL54	out of two nine for two four zero expediting united eighteen fifty four
1356		
1356:30	UNKN	morgantown seventy five
1356:33	IRL-R	united eighteen fifty four just ah turn right to pittsburgh we may spiral you down
1356:36	UNKN	(unintelligible)
1356:39	UAL54	alright right ah you want us to you want us to go to cutta or do you want us to go (unintelligible) to pittsburgh
1356:45	IRL-R	i want you to go straight for the airport
1356:48	UAL54	alright united ah eighteen fifty four wilco
1356:51	IRL-R	northwest twelve seventy one just fly a two seven zero heading this is vectors behind a united thats headed right in we're gonna turn you right in behind him i'm working on lower
1356:59	NWA71	northwest twelve seventy one two seven zero heading
1357:08	IRL-R	morgantown
1357:09	MGW-R	yeah

1357:10	IRL-R	request control lower northwest twelve seventy one doing the west to turn to pittsburgh
1357:15	MGW-R	pittsburghs closed far as i know but you can go to twenty three
1357:19	IRL-R	pittsburgh is closed
1357:21	MGW-R	you know nobody is telling me anything here about what i can do with all these airplanes you just puttin em on me
1357:26	IRL-R	i'm just
1357:27	MGW-R	well ask the supervisor and the area manager what
1357:29	IRL-R	(unintelligible) i'll i'll take care of it
1357:31	UNKN	go ahead and take morgantown
1357:58	UNKN	and morgantown victor fox is only goin to flight level
1358		
1358:02	APE	ravenna appleton on the
1358:21	UNKN	hagerstown
1358:21	IRL-R	united eighteen fifty four i'm workin on lower
1358:25	UAL54	united eighteen fifty four
1358:28	HGR	callin hagerstown on the eighty eight line
1358:40	APE	ravenna appleton eighty nine

1358:48	IRL-R	united eighteen fifty four make a three hundred and sixty degree turn to the right descend and maintain one seven thousand pittsburgh altimeter three zero two seven
1358:52	UNKN	bellaire eighty eight point out
1358:59	UNKN	bellaire eighty eight
1358:59	UAL54	altimeter three zero two seven a right turn a right three sixty descend to one seven thousand united ah eighteen fifty four
1359:07	IRL-R	united eighteen fifty four thats correct contact cleveland center on one two zero point six
1359:11	UAL54	one two zero point six united eighteen fifty four
1359:18	UNKN	disregard
1359:24	IRL-R	northwest twelve seventy one ah fly heading now of three zero zero just try and be a little patient with me please fly and descend and maintain flight level two four zero
1359:34	NWA71	ok three hundred on the heading down to two four zero northwest twelve seventy one
1359:44 1400	POT	allegheny eighty eight potomac
1400:03	IRL-R	northwest twelve seventy one we had to change your options columbus akron canton or cleveland where would you wanna go
1400:13	NWA71	ah lets go to cleveland for twelve seventy one
1400:17	IRL-R	northwest twelve seventy one cleared direct keatn direct cleveland

1400:22	NWA71	ok can you spell that fix for us
1400:24	IRL-R	yes sir kilo echo alpha tango november direct cleveland
1400:34	NWA71	ok i'm sorry ah i had the other radio on kilo echo alpha
1400:37	IRL-R	kilo echo alpha tango november direct to cleveland
1400:42	NWA71	ok direct keatn direct cleveland northwest twelve seventy one
1401		
1401:05	APE	ravenna appleton northwest four sixty four
1401:14	UNKN	pit
1401:17	APE	ravenna appleton
1401:19	IRL-R	northwest twelve seventy one contact cleveland center on one two zero point four good day
1401:25	APE	ravenna appleton
1401:27	NWA71	northwest twelve seventy one one two zero four
1402		
1402:32	GOF06	cleveland center its ah gopher zero six level two four zero
1402:36	IRL-R	ok that was weak was that gopher zero six
1402:38	GOF06	yes sir gopher zero six leveling two four zero
1402:41	IRL-R	gopher zero six cleveland center good morning
1402:45	GOF06	well i wouldn't say that but ah

1402:48	IRL-R	well sorry sir i you're right welcome to cleveland center
1402:53	GOF06	zero six
1403		
1403:33	IRL-R	gopher zero six fly heading of zero three zero make it a tight turn this is away from an aircraft that nobody knows what hes doing
1403:40	GOF06	ok zero three zero gopher zero six where's the traffic sir
1403:44	IRL-R	i'll give it to you in just a second
1403:45	IRL-R	yes allegheny
1403:46	AGC-R	you got my airspace nothing here
1403:48	IRL-R	v p
1403:53	IRL-R	gopher zero six ah traffics probably at oh eleven thirty to twelve thirty and thirty five miles he just was going to the east now hes turning back the southeast and to be honest now i've lost him on that radar odds are hes very low but we're not taking any chances so a tight turn to a thirty heading to get away from there
1404:14	GOF06	roger that we're turning right zero three zero gopher zero six
1404:54	BLR	morgantown seventy five blue ridge point out
1405:00	IRL-R	gopher zero six again i lost the target on him and to be safe i'm gonna run you north about twenty five miles before i put you back on course and this is that track on the thirty heading is away from the direction i last had him ah proceeding
1405:15	GOF06	ok ah gopher zero six copies and ah sir if you'd like we've got ah black smoke in sight at our nine oclock now and looks like about thirty miles down low probably rising up to about ah five thousand feet or so over

1405:29	IRL-R	you say black smoke in sight
1405:31	GOF06	thats affirmative black smoke its not a cloud its black smoke sir
1405:41	IRL-R	ah ok is that smokes on the ground you say coming off the ground
1405:45	GOF06	well it looks like its suspended in the air sir ah it looks like its at the same level as the scattered clouds i guess it to be about ah three to five thousand feet in the air i can't tell if its coming up off the plume right now but there is a ah round cloud of black smoke at our nine oclock
1406:00	IRL-R	ok that would be just about right from what i was shown before it be at your nine oclock and i'm gonna guess about ah seventeen or eighteen miles
1406:10	GOF06	ok that ah that checks with gopher zero six sir ah its hard to tell if that smoke is originating on the ground or if it just happened in midair
1406:22	IRL-R	gopher zero six that'd be about the right location you're cleared direct dryer
1406:27	GOF06	ok direct dryer gopher zero six
1407		
1408		
1409		
1410		
1411		
1411:11	UNKN	(unintelligible)
1411:35	IRL-R	indianhead
1411:35	IHD-R	can we do that with johnstown through tower when he goes over to tower ok yeah go ahead
1411:41	IRL-R	this is imperial gopher zero six
1411:42	IHD-R	uh huh

1411:43	IRL-R	if i can i'm going to take him down towards that report of smoke area
1411:47	IHD-R	i i just got it bill i have it i have the a guy right over it right now you can do what you want but i have a guy down there at five thousand feet overflew it we got the lat longs and everything
1411:55	IRL-R	is that him was that the
1411:57	IHD-R	and a report
1411:58	IRL-R	that was the united
1411:58	IHD-R	he sees smokes and he didn't see flames he sees smoke and and ok i got it
1412:03	IRL-R	visual positive i d on alright
1412:05	IHD-R	right
1413		
1414		
1415		
1415:55	BLR	bellaire blue ridge eighty eight line
1415:58	IRL-R	bellaire
1416:00	BLR	yeah i got i'm holdin a ticket on a midex four eleven did you guys divert him somewhere
1416:04	IRL-R	we put everybody on the ground
1416:06	BLR	alright i'm still showin him active
1416:08	IRL-R	(unintelligible) the only plane i got in the air right now is a military plane
1416:10	BLR	alright

1416:11	IRL-R	that you gave to me
1416:12	BLR	alright p g
1416:13	IRL-R	bye

1417

End of Transcript

ZOB-ARTCC-287
N591UA (UAL93)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript;
Aircraft Accident; N591UA (UAL93) Somerset, PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Imperial Radar Associate position for the time period from September 11, 2001, 1352 UTC to September 11, 2001, 1411 UTC.

Agencies Making Transmissions	Abbreviations
Unknown	UNKN
Cleveland ARTCC Imperial Radar Associate	IRL-D
Cleveland ARTCC Ravenna Radar Associate	RAV-D
Washington ARTCC Potomac Sector	POT
Cleveland ARTCC Westmoreland Radar Associate	WMD-D
Washington ARTCC Hagerstown Sector	HGR
Cleveland ARTCC Indianhead Radar Position	IHD-R
Cleveland ARTCC Indianhead Radar Associate	IHD-D
CFMDE	CFMDE

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1352:00	UNKN	northwest fifteen thirty nine go backup to flight level three one
1352:04	UNKN	ok go ahead imperial i (unintelligible)

1352:06	IRL-D	united eighteen fifty four wants to divert to cleveland can i just turn him to a one eighty heading
1352:10	UNKN	ah united eighteen fifty four wants to divert to cleveland
1352:12	UNKN	imperial six six
1352:13	IRL-D	yes
1352:14	UNKN	ah
1352:14	IRL-D	i won't do it in your space i'll go to a one eighty heading just come around so we have time to get him down
1352:17	UNKN	yeah one eighty heading at flight level two niner zero is approved
1352:19	IRL-D	l j
1353		
1354		
1355:00	RAV-D	this is ravenna d
1355:01	IRL-D	ravenna
1355:02	IRL-D	eighteen fifty four we went cutta pittsburgh we've gotta get him in on the on the ground faster than going back to cleveland so he went to cutta pit
1355:07	RAV-D	ok very good
1355:08	IRL-D	l j
1355:09	RAV-D	(unintelligible)
1356		
1357		
1357:02	IRL-D	potomac eighty eight line imperial

1357:14	IRL-D	potomac eighty eight line imperial
1357:18	POT	potomac
1357:20	IRL-D	pull up united ninety three hes flashing at hagerstown ok i believe that you will hear about that plane shortly
1357:29	POT	ah
1357:31	IRL-D	ok no idea on destination and or altitude we just put the routing in for a good guess
1357:37	POT	ok i didn't
1357:39	IRL-D	ok
1357:40	POT	i did the united ninety three just a minute let me try that again maybe i didn't ninety three gotcha
1357:43	WMD-D	imperial
1357:44	IRL-D	got it thank you l j
1357:46	IRL-D	yes westmoreland
1357:47	WMD-D	ah united ninety three has just been a reported altitude by another aircraft at about eight thousand feet
1357:51	IRL-D	ok thank you
1357:53	WMD-D	right a j

1357:54	IRL-D	united
1358		
1358:02	IRL-D	hagerstown eighty eight line imperial
1358:09	IRL-D	hagerstown eighty eight line imperial
1358:22	HGR	hagerstown
1358:28	HGR	you callin hagerstown on the eighty eight line
1358:31	IRL-D	i was but i'm gonna take the handoff back on united ninety three right now um and i'll talk about it later if we need to
1358:36	HGR	all right k
1359		
1400		
1401		
1402		
1403		
1403:09	IRL-D	i'm gonna give you (unintelligible) track control on that united ninety three
1403:12	IHD-R	alright thank you
1403:13	IRL-D	alright
1403:30	IHD-R	able sir if you can take a look or have somebody in the back take a look and see if you see traffic he would be in your five oclock position and ten miles we think hes at eight thousand feet
1403:43	IRL-D	indianhead
1403:44	IHD-D	yea
1403:45	IRL-D	that routing i put on on united ninety three

1403:46	IHD-D	ah say that again
1403:47	IRL-D	the routing thats in on united ninety three was only our best guess given the direction he was heading before and flow knows it but that is not necessarily where hes going so you may need to make sure you keep track control of him
1403:57	IHD-D	ok
1403:58	IRL-D	alright bye
1403:59	IHD-D	r b
1404		
1405		
1406		
1406:07	IHD-R	radar services is terminated ah you're one zero miles south east of the field an you can contact the tower they know you're coming
1406:15	CFMDE	ok mike delta echo and i guess theres no chance that i can just carry on eh
1406:19	IHD-R	sir uh the whole system is shutting down the whole system
1406:22	CFMDE	ok mike delta echo
1406:25	IRL-D	stace
1406:25	IHD-R	go ahead imperial
1406:26	IRL-D	likely that united is down we've got a report from a guy at twenty four of a cloud of black smoke off his left
1406:32	IHD-R	thank you
1406:33	IRL-D	all right

1406:33	IHD-R	thank you
1406:34	IRL-D	but we don't have confirmation
1407		
1408		
1409		
1410		
1411		
1412		

End of Transcript

ZOB-ARTCC-287
N591UA (UAL93)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript;
Aircraft Accident; N591UA(UAL93); Somerset, PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Westmoreland Radar position for the time period from September 11, 2001, 1350 UTC to September 11, 2001, 1409 UTC.

Agencies Making Transmissions	Abbreviations
N717TM	N7TM
Cleveland ARTCC, Westmoreland Radar Position	WMD-R
N3591P	N91P
N56865	N865
Unknown	UNKN
CAP Flight 3721	CPF21
Pittsburgh Approach Control	PIT-A
Johnstown Tower	JST
N5299A	N99A

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA(UAL93):

Jeffrey M. Rich
Operations Support Spec
Cleveland ARTCC

1350		
1350:07	N7TM	tango mike has westmoreland in sight we can go over to the tower
1350:10	WMD-R	november seven one seven tango mike roger squawk one two zero zero

		radar service terminated change to advisory frequency approved good day
1350:15	N7TM	ok we appreciate your help you have a good one
1350:28	N91P	and ah cleveland nine one pop ah any anticipated problems with v f r flights goin into ah allentown area
1350:34	WMD-R	ah yea there are no flights to be goin into new york center at all
1350:38	N91P	v f r or i f r
1350:42	WMD-R	and also advise who who was that called cleveland center say again five sierra
1350:45	N91P	ah its nine one pop
1350:48	WMD-R	nine one pop ok roger ah yea its its advised that all aircraft land ah at this time
1350:53	N91P	ah nine one pops ok we'll be goin back to washington county
1350:56	WMD-R	ah three five nine one pop standby
1350:59	WMD-R	and three five nine one pop pittsburgh approach is now under a t c zero they are not gonna be able be able to accept any flights
1351:06	N91P	ah ok we can go back ah v f r without a t c assistance
1351:12	WMD-R	november three five nine one pop roger maintain v f r
1351:15	N91P	nine one pop

1351:33	WMD-R	november five six eight six five cleveland
1351:35	N865	five six eight six five
1351:37	WMD-R	could you ah monitor for an e l t please
1351:39	N865	certainly can
1351:49	WMD-R	november three five nine one pop could you ah monitor for an e l t please
1351:52 1352	N91P	nine one pop sure will
1352:10	WMD-R	november five six eight six five advise you go direct indian indiana county now
1352:14	N865	ah roger sir and negative on the e l t
1352:17	WMD-R	i'm sorry say about the e l t sir
1352:19	N865	negative on the e l t check we'll ah go direct indiana
1352:23	WMD-R	thank you
1352:43	N91P	ah nine one pop sure not receiving any e l ts either
1352:46	WMD-R	november three five nine one pop thank you
1352:56	WMD-R	chautauqua forty three thirty four cleveland
1353:00	WMD-R	cap flight thirty seven twenty one ah say your destination

1353:07	WMD-R	cap flight thirty seven twenty one cleveland
1353:27	N91P	and cleveland nine one pop should we start a descent into washington county
1353:31	WMD-R	november three five nine one pop roger
1353:40	WMD-R	chautauqua forty three thirty four cleveland
1353:52	WMD-R	november three five nine one pop cleared direct palmer airport
1353:57	UNKN	(unintelligible)
1353:58 1354	N91P	(unintelligible) er you want back to washington county
1354:01	WMD-R	november three five nine one pop negative i need you to go direct to palmer airport to land
1354:04	N91P	direct palmer nine one pop
1354:06	WMD-R	november five six eight six five cleared direct palmer airport you're gonna land there
1354:10	N865	direct to palmer we'll be landing at palmer
1354:13	WMD-R	cap flight thirty seven twenty one cleveland
1354:15	CPF21	cap flight thirty seven twenty one cleveland ah cap flight thirty seven twenty one is five four thousand eight hundred
1354:21	WMD-R	cap flight thirty seven twenty one cleveland center roger advise you are going to land at johnstown airport

1354:26	CPF21	ah negative we're headed for latrobe unless ah we need to divert
1354:30	WMD-R	ah i need to need to divert ya to to johnstown sir johnstowns off your right side about ah two oclock and four miles
1354:36	CPF21	ah we've got it in sight when we were transiting their airspace ah johnstown had warned us that ah latrobe might be closed but they called em and said they'd take us ah wondered if you might confirm that
1354:47	WMD-R	latrobe is open sir but i need ah need to land ya now ah for security reasons sir
1354:51	CPF21	cap flight thirty seven twenty one we'll divert to johnstown
1354:54	WMD-R	cap flight thirty seven twenty one roger report the field in sight please
1354:57	CPF21	field is in sight dah if you want to set me up with the tower i'll switch over
1355:01	WMD-R	cap flight thirty seven twenty one roger squawk one two zero zero radar service terminated contact the tower
1355:07	N865	and arrow eight six five we have palmer in sight
1355:11	WMD-R	november five six eight six five roger say altitude
1355:14	N865	ah we're passin through ah seventy one on descent
1355:17	WMD-R	november five six eight six five roger maintain seven thousand you do have traffic ah just behind you almost beneath you ah level at six thousand v f r also direct to palmer field
1355:25	N865	roger we'll maintain seven now give us call when we can go down then

1355:28	WMD-R	roger
1355:30	WMD-R	november three five nine one pop say altitude
1355:32	N91P	nine one pop is passing five point five
1355:35	WMD-R	november three five nine one pop roger
1355:38	WMD-R	november three five nine one pop ah report palmer in sight for visual approach palmer fields twelve oclock and ah about one zero miles
1355:44	N91P	nine one pop we got it in sight
1355:45	WMD-R	november three five niner one pop roger squawk one two zero zero radar service terminated contact the tower be advised you do have traffic ah above you ah level at seven thousand i'm gonna turn em out and then turn em back in behind you that is a ah piper arrow he'll be landing palmer
1355:58	N91P	nine one pop do ya have a frequency for that ah tower
1356:06	WMD-R	palmer tower is ah one one eight point three seven november three five nine one pop
1356:10	N91P	nineteen thirty seven thank you
1356:12	N865	and eight six five we have the traffic below us
1356:14	WMD-R	november five six eight six five cleveland center roger and i have a question for ya if you can look off your left side almost to ah your ah make it your nine oclock almost your eight oclock we have ah i believe its a ah boeing seven fifty seven can you see him up there sir and tell me an altitude if that's able
1356:32	N865	ah i don't have him in sight sir if we see him i'll give a i'll give you a call

1356:37	WMD-R	(unintelligible) eight six five roger i'd appreciate it if you keep lookin off your back side ah off your left side hes ah i believe hes off your left side about ah about you know about eight oclock now going to seven oclock south southeast bound
1356:50	N865	we've got him
1356:52	WMD-R	ah what altitude does it appear to be hes at
1356:54	N865	ah were seven hes probably seventy five eight thousand
1356:58	WMD-R	seventy five thousand feet sir
1357:01	N865	hes probably eight thousand feet were at ah seven thousand
1357:03	WMD-R	ok what altitude is that that ah boeing that united at sir
1357:06	N865	hes behind us and only about a thousand feet above us
1357:10	WMD-R	thank you sir
1357:16	WMD-R	november five six eight six five fly heading three six zero
1357:20	N865	three six zero eight six five
1357:31	N865	ok hes descending hes getting closer to our altitude we have him in sight yet
1357:35	WMD-R	november five six eight six five i advise you stay away from that aircraft go north fast as you can
1357:44	WMD-R	and ah and if you can report what hes doing sir

1357:48	N865	looks like he deployed his gear
1357:50	WMD-R	i'm sorry say again
1357:52	N865	i say it looks like hes deployed the gear
1357:54	WMD-R	he deployed his landing gear sir
1357:56	N865	looks like it
1357:58 1558	N865	either that or we're seeing engine pods i'm not sure
1358:01	WMD-R	ok thank you
1358:03	WMD-R	is he ah is he maintaining a straight course sir or is he turning
1358:07	N865	uh hes right behind us now i believe hes maintaining a straight
1358:20	PIT-A	ok who was calling on the ninety seven line a couple minutes ago
1358:27	WMD-R	charlie fox mike delta echo cleveland
1358:37	WMD-R	november five six eight six five cleveland
1358:39	N865	five six eight six five
1358:41	WMD-R	ok whats he doing now sir appears that he might be turning a little to the north is ah does that concur
1358:45	N865	thats concurred ah it looks like hes rockin his wings ah according to my observer

1358:50	WMD-R	roger
1358:54	N865	keeps rocking back and forth
1358:56 1559	WMD-R	thank you sir
1359:06	WMD-R	(unintelligible) november five six eight six five cleared direct palmer field
1359:09	N865	cleared direct palmer you want us to spiral down
1359:11	WMD-R	ah yes sir i want you to go down and land ah report the field in sight please
1359:14	N865	in sight we'd like to just start a spiral down
1359:16	WMD-R	ok november five six eight six five roger cleared visual approach palmer airport ah your radar service is terminated squawk one two zero zero change to advisory frequency approved
1359:23	N865	thank you sir good day
1359:25	WMD-R	thank you for your help
1359:33	WMD-R	united ninety three cleveland
1359:35	UNKN	ok hey ah center i think you guys got some people who wanna land here am i cor (unintelligible)
1359:42	WMD-R	charlie foxtrot mike delta echo cleveland
1359:54	N865	and palmer tower arrow five six eight
1359:57	WMD-R	arrow five six eight six five you're still with cleveland

1359:59	N865	(unintelligible)
1400:18 1401	WMD-R	are there any aircraft on my frequency
1401:04	WMD-R	john johnstown seventy three line westmoreland
1401:07	JST	johnstown
1401:10	WMD-R	ok you have an a boeing seven fifty seven about ah fifteen miles to your south west he ah is a united ah we believe that he has a bomb on board and ah you you should evacuate the ah the building we believe hes about six thousand feet we're not sure where hes going it appears right now that hes going ah hes east bound gonna pass about ten miles to your south
1401:30	JST	ok
1401:31	WMD-R	though were not sure of that please evacuate the building
1401:33	JST	all right thanks
1401:34	WMD-R	and the area (unintelligible)
1401:35	JST	k m
1401:50 1402	WMD-R	charlie foxtrot mike delta echo cleveland
1402:25	UNKN	fifty seven seventy code nine thousand there
1402:29	UNKN	or thirty three sixty one
1402:49	UNKN	see if you can hustle four fifty three outta nine

1402:59	UNKN	and ah morgantown ok blue ridge five or seven sixty six
1403:01	UNKN	we don't have him in sight (unintelligible)
1403:19	UNKN	i don't even know what type it is it was a flight ninety three
1403:22	UNKN	eighty seven sixty six
1403:23	UNKN	they said he was going to morgantown
1403:24	PIT-A	nesto pit
1403:30	PIT-A	nesto pit on your nesto pit line
1404		
1404:18	JST	indianhead johnstown
1404:21	WMD-R	westmoreland
1404:24	JST	were you askin us about that flexjet flexjets on the ground
1404:25	WMD-R	flexjet two hundred is on the ground
1404:26	JST	yes
1404:27	WMD-R	thank you f o
1404:28	JST	k m
1404:35	WMD-R	johnstown seventy three westmoreland
1404:38	JST	tower tower

1404:41	WMD-R	i don't know if anyone called you on blue ridge two fifty one he is inbound (unintelligible)
1404:42	PIT-A	nesto pit ninety seven line
1404:43	JST	they did call us were not talking to him yet can somebody put him on us (unintelligible)
1404:44	WMD-R	say again
1404:45	JST	(unintelligible) put him on us we know about him
1404:48	UNKN	ok who are you
1404:49 1405	JST	k m
1405:07	WMD-R	johnstown seventy three westmoreland
1405:09	PIT-A	ninety seven line
1405:11	JST	tower go ahead
1405:12	WMD-R	blue ridge two fifty one just cancelled with us hes coming over to you
1405:13	JST	thank you e p
1405:13	WMD-R	delta fox
1405:14	PIT-A	indianhead pit
1405:22	N99A	good morning cleveland ah five two niner niner alfa

1405:26	WMD-R	november five two niner niner alfa cleveland center pittsburgh altimeter three zero two nine say intentions
1405:30	N99A	well we're looking at ah indiana p a as we were just suggested by the last controller we're trying to find our what services are available
1405:38	UNKN	(unintelligible) on the ninety seven
1405:40	WMD-R	ah what do you need to know sir
1405:42	N99A	fuel and rent a car
1405:47	WMD-R	standby sir i'll see what i can find out for ya
1405:50	N99A	you da best
1406		
1406:18	PIT-A	hey briggs pit eight hundred---i took radar on him comin to
1406:25	UNKN	northwest twelve seventy one
1406:27	PIT-A	i took radar on him hes a lear jet wants to come to pit
1406:33	PIT-A	wheeling pit ninety seven
1406:35	N99A	nine nine alfa is in the descent
1406:38	WMD-R	uh roger
1406:47	JST	hey westmoreland johnstown
1406:48	PIT-A	briggs pit ninety seven

1406:49	WMD-R	westmoreland
1406:50	JST	reference indiana county theres a car rentals available
1406:52	WMD-R	thank you
1406:53	JST	bye
1406:54	WMD-R	november five two nine nine alfa i was just advised there is car rental available at (unintelligible) indiana county
1406:57	UNKN	(unintelligible) hold on bud still there
1406:58	N99A	alright ah were going direct to the field
1407:00	WMD-R	november five two nine nine alfa roger indiana county is twelve oclock and about two zero miles report it in sight
1407:07	N99A	niner niner alfa roger
1408		
1409		

End of Transcript

ZOB-ARTCC-287
N591UA (UAL93)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Full Transcript;
Aircraft Accident; N591UA (UAL93); Somerset, PA
September 11, 2001

Date: May 10, 2002

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Indianhead Radar position for the time period from September 11, 2001, 1355 UTC to September 11, 2001, 1418 UTC.

Agencies Making Transmissions	Abbreviations
CFMDE	CFMDE
Cleveland ARTCC Indianhead Radar Position	IHD-R
Federal Express Flight 200	FDX00
Unknown	UNKN
New York ARTCC Swissdale Sector	SWI
Johnstown Tower	JST
Pittsburgh Approach Control	PIT-A
Blue Ridge Flight 227	BLR27
Cleveland ARTCC Imperial Radar Associate Position	IRL-D
Washington ARTCC Blue Ridge Sector	BLR
N20VF	N20VF
N5299A	N299A
Cleveland ARTCC Imperial Radar Position	IRL-R
N9102H	N102H

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1355:00	CFDME	ah mike delta echo are you gonna hand us off
1355:03	IHD-R	ah sir we'll work you right up to the approach airspace you let me know we'll clear you in for a visual
1355:13	IHD-R	fedex two hundred descend now maintain six thousand six thousand feet fedex two hundred
1355:19	FDX00	six thousand for johnstown ah fedex two hundred
1355:23	IHD-R	and fedex two hundred if i didn't give it to ya johnstown altimeter is three zero two six
1355:27	FDX00	two six six thousand ah two hundred
1355:30	IHD-R	blue ridge two two seven blue ridge two twenty seven if you hear the cleveland center ident
1355:42	UNKN	(unintelligible)
1355:55	IHD-R	and fedex two hundred johnstown airport is in your ah one oclock position and about fifteen miles you're cleared direct johnstown when you're able sir
1356:05	FDX00	direct johnstown fedex two hundred
1356:31	UNKN	morgantown seventy five
1356:36	SWI	clarion swiss on the ten
1356:39	CFMDE	ah cleveland center ah mike delta echo has the johnstown airport in sight
1356:43	IHD-R	k charlie foxtrot mike delta echo ah roger standby
1357		

1357:37	FDX00	(unintelligible) two hundred has the field in sight
1357:41	IHD-R	ok fedex two hundred roger you're ah one zero miles northwest of the field one zero miles northwest you're cleared for the visual approach
1357:50	FDX00	k cleared visual approach at johnstown and the winds are runway (unintelligible)
1357:54	IHD-R	stand by sir
1357:56	IHD-R	johnstown seventy three
1357:58	JST	johnstown
1357:59	UNKN	and morgantown victor fox is only going to
1357:59	IHD-R	(unintelligible) airspace two of em actually
1358:02	JST	ok
1358:05	IHD-R	ok christy you know about the fedex
1358:06	JST	ah don't yet but go ahead
1358:07	IHD-R	ok hes a p a y two hes ah eight miles northwest hes comin in on a visual to ah whats your ah runway
1358:15	JST	three three runway three three
1358:16	IHD-R	three three and i have charlie foxtrot mike delta echo p a twenty three ten miles south hes comin in two two
1358:20	PIT-A	ok whos callin on the ninety seven line a couple minutes ago

1358:23	JST	ten south alright thanks
1358:25	UNKN	s t
1358:26	JST	k m
1358:39	UNKN	unintelligible
1358:40	IHD-R	fedex two hundred contact the fedex two hundred your radar service is terminated contact the tower so long
1358:47	FDX00	tower johnstown so long two hundred
1359		
1359:18	CFMDE	ah cleveland center mike delta echo ah we'd like lower now i guess for johnstown ah
1359:24	IHD-R	ok ah charlie foxtrot mike delta echo roger um i'll tell you what ah charlie foxtrot mike delta echo hold on one second here ok charlie foxtrot mike delta echo what i want you to do sir is make a right turn right turn heading one eight zero please right turn heading one eight zero
1359:35	PIT-A	ok hey ah center i think you guys got some people who wanna land here am i (unintelligible)
1359:46	CFDME	ok ah mike delta echo we're in the right turn ah for a one eight zero heading
1359:52	IHD-R	ok sir there's a very good reason for this
1359:56	CFMDE	very good ah
1400		
1400:02	CFMDE	we'll just maintain our altitude here mike delta echo because we're ah ah we might lose ya if ah we go lower
1400:08	IHD-R	ok maintain your ah maintain your ah altitude sir thats good

1400:19	IHD-R	charlie foxtrot mike delta echo ah sir we have traffic out there thats heading your way hes about twenty miles behind ya right we think hes at seventy five hundred and it is a ah u s united jet ah seven fifty seven and we think hes at seventy five hundred i'll keep you advised
1400:41	CFMDE	ok mike delta echo ah very good
1400:45	UNKN	center ah
1400:53	CFDME	and cleveland mike delta echo is it still the to ah for us to land at johnstown
1400:58	IHD-R	charlie foxtrot mike delta echo say again
1401:01	CFDME	is it still the plan for us to land at johnstown
1401:04	IHD-R	i think so sir i'm hoping so
1401:13	BLR27	center blue ridge ah two twenty seven
1401:18	IHD-R	blue ridge two twenty seven cleveland center blue ridge two twenty seven ah we're gonna have ya land sir blue ridge two twenty seven i would like ya to descend now maintain one three thousand the palmer altimeter is three zero two seven if you can dig out your charts we're gonna be landing you at palmer field today
1401:35	UNKN	ah westmoreland
1401:38	BLR27	ok palmer field is located where mam
1401:40	IHD-R	its in your one oclock position and ten miles sir we're gonna take you up to the north though we got numerous aircraft landing there right now ah blue ridge two twenty seven you can fly heading of three six zero
1401:50	BLR27	three six zero we're down to one three thousand roger that blue ridge two twenty seven

1401:56 1402	IHD-R	blue ridge two twenty seven roger
1402:13	IHD-R	ok charlie foxtrot mike delta echo i want you to turn left make it a left turn a tight turn please heading three six zero
1402:21	CFMDE	mike delta echo we're in the tight turn three six zero
1402:24	IHD-R	ok that traffic is behind you turning to the southeast hes ah about ten miles behind you
1402:26	UNKN	fifty seven seventy code nine thousand there or thirty three sixty one
1402:32	CFMDE	mike delta echo
1402:49	UNKN	see if you can hustle four fifty three outta nine
1402:58	UNKN	and ah morgantown ah ok blue ridge five or seven sixty six
1403:09	IRL-D	i'm gonna give you track control on that united ninety three
1403:12	IHD-R	alright thank you
1403:13	IRL-D	alright
1403:20	UNKN	ok this seven sixty six they said hes going to morgantown (unintelligible)
1403:24	PIT-A	nesto pit
1403:25	IHD-R	ok charlie foxtrot mike delta echo sir you're cleared direct johnstown when you're able sir if you could take a look or have somebody in the back take a look and see if you see traffic he would be in your five oclock position and ten miles we think hes at eight thousand feet

1403:30	PIT-A	nesto pit on your nesto pit line
1403:44	CFMDE	ah mike delta echo is looking and negative contact at this time you said you wanted us to go direct johnstown
1403:50	IHD-R	direct to johnstown sir you can start that descent again
1403:54	CFMDE	mike delta echo
1403:55	IHD-R	sir i've lost the ah primary on this guy too i think hes ah to your south now but i'll keep you advised
1404		
1404:02	CFMDE	thank you and ah we're still ah negative contact there ah lookin at ah five oclock
1404:08	BLR27	center blue ridge ah two twenty seven we have ah negative landing data for ah arnold arnold palmer airport any chance we can go ah into say ah johnstown or pittsburgh possibly
1404:18	IHD-R	pittsburgh is a t c zero sir pittsburgh has been evacuated blue ridge two twenty seven ah i can get you into palmer probably be the easiest we'll get you the flight plan information if you wanna go to johnstown we can do that too
1404:32	BLR27	ok i believe ah that ah johnstown might be the best bet for us we have landing data for that runway better but we have no landing data for the ah airport at ah latrobe
1404:41	PIT-A	nesto pit ninety seven line
1404:41	IHD-R	ok blue ridge two twenty seven roger ah lets fly heading of zero five zero now fifty heading
1404:47	UNKN	who who are you

1404:48	BLR27	zero five zero copy that blue ridge two twenty seven
1404:55	BLR	morgantown seventy five blue ridge point out
1405		
1405:03	UNKN	unintelligible
1405:06	PIT-A	ninety seven line
1405:11	PIT-A	indianhead pit
1405:31	IHD-R	blue ridge two twenty seven contact cleveland now on---ok blue ridge two twenty seven pittsburgh just opened back up sir you wanna try to go into pittsburgh
1405:34	UNKN	opened back up
1405:34	UNKN	yeah
1405:37	PIT-A	center pit on the ninety seven
1405:41	BLR27	yeah pittsburgh will be fine for us ah if its not a problem for you blue ridge two twenty seven
1406		
1406:02	CFDME	ah mike delta echo has johnstown in sight
1406:05	IHD-R	charlie foxtrot mike delta echo roger radar service is terminated ah you're one zero miles south east of the field and you can contact the tower they know you're coming
1406:15	CFMDE	ok mike delta echo and i guess theres no chance that i can carry on eh
1406:17	PIT-A	hey briggs pit eight hundred

1406:19	IHD-R	sir ah the whole system is shutting down the whole system
1406:22	UNKN	i took radar on him comin (unintelligible)
1406:23	CFMDE	ok mike delta echo
1406:25	IRL-D	stace
1406:25	PIT-A	i took radar on him hes a lear jet wants to come to pit
1406:26	IHD-R	go ahead imperial
1406:27	IRL-D	its likely that united is down we've got a report from a guy at twenty four of a column of black smoke off his left
1406:32	PIT-A	wheeling pit ninety seven
1406:32	IHD-R	thank you
1406:33	IRL-D	alright
1406:33	IHD-R	thank you
1406:34	IRL-D	but we don't have confirmation
1406:37	N20VF	hello cleveland falcon twenty victor fox descending to niner thousand out of ten point eight
1406:40	IHD-R	falcon two zero victor foxtrot sir check for an e l t do you see any ah activity out there probably on your right side smoke or anything like that
1406:46	PIT-A	briggs pit ninety seven

1406:53	N20VF	negative we're searching
1406:55	PIT-A	(unintelligible) hold on bud still there (unintelligible)
1406:57	N20VF	yeah we do have ah smoke puffs now at about ah oh probably two oclock
1407:03	IHD-R	ok your two oclock and i need to know how many miles sir
1407:10	IHD-R	blue ridge two two seven blue ridge two two seven contact cleveland one two one point two twenty one two
1407:16	BLR27	twenty one two blue ridge two twenty seven thank you
1407:18	IHD-R	ok ah three zero victor fox two zero victor foxtrot sir can you give me a ah position on the ah activity there
1407:29	N20VF	yeah its ah guesstimating maybe ten miles for two zero victor foxtrot maybe a thousand feet or so below us
1407:36	IHD-R	ok a thousand feet below you and its in your two oclock position you say ten miles
1407:41	N20VF	affirmative appears to be just a ah dark cloud like a puff of black smoke
1407:46	IHD-R	ok sir ah i don't want to put you in any kind of situation but if you can you see anything over there sir do you see any flames or anything
1407:57	N20VF	ah negative on the flames ah we don't detect any flames can't see that much of the ground from here
1408:03	IHD-R	ok two zero victor foxtrot you can descend at your discretion maintain five thousand sir do you have g p s on board is there any way you can give me any kind of ah fix on this

1408:15	N20VF	ah we do have g p s i don't know how we can give you an accurate fix without flying over the ah position over there
1408:21	IHD-R	ok sir i don't want to put you in any kind of situation but ah if you can think you can fly over it you can have whatever altitude you want and give us the exact g p s on that ah that would probably help us out
1408:35	N20VF	ok we'll head over in that direction and we're goin to five thousand two zero victor fox
1408:40	IHD-R	ok two zero victor foxtrot let me know when you get there sir and we'll get a ah lat long from it thank you
1408:48	N20VF	will do ah two zero victor fox
1409		
1410		
1410:13	IHD-R	and two zero victor foxtrot ah you about over that now
1410:18	N20VF	we're coming on it i'm gettin ready to call you with the coordinates do you want me to do that
1410:23	IHD-R	yes please sir
1410:53	N299A	ah nine nine alpha we're not familiar we're lookin for the field and ah we'll report it in sight
1411		
1411:01	N20VF	and center two zero victor fox we're coming up on that our coordinates are four zero zero two point two seven eight five four point seven and ah it looks like ah dark smoke on the ground on the edge of a field ah bordered by a treed area or forest area at the end of a road
1411:19	IHD-R	ok sir you seeing any kind of flames or anything
1411:23	N20VF	ah no flames ah black smoke and its the end of a dirt road ah ah near a wooded area we're circling now

1411:35	IRL-R	indianhead
1411:36	IHD-R	can we do that with johnstown through tower when he goes over to tower ok yeah go ahead
1411:41	IRL-R	this is imperial gopher zero six
1411:43	IHD-R	uh huh
1411:44	IRL-R	if i can i'm going to take him down towards that report of smoke area
1411:48	IHD-R	i i just got it bill i have it i have the a guy right over it right now you can do what you want but i have a guy down there at five thousand feet overflew it we got the lat longs and everything
1411:56	IRL-R	is that him was that the
1411:58	IHD-R	and a report
1412:01	IRL-R	that was the united
1412:03	IHD-R	he sees smoke and he didn't see flames he sees smoke and and ok i got it
1412:04	IRL-R	visual positive i d on alright
1412:06	IHD-R	right
1412:10	IHD-R	ok sir can you see any kind of wreckage or anything out there
1412:14	N20VF	as we get around this side of it ah the smoke is blowing away from us we do see flames ah its on the edge like i say of a wooded area ah and a very fairly ah ah clean ah field but i don't see wreckage i do see flames now and ah dark smoke

1412:33	IHD-R	ok two zero victor foxtrot roger um where i'm gonna keep you there for just one more second in case we need a little more information if thats alright with you sir
1412:43	N20VF	yeah everything appears to be ok for us
1412:46	IHD-R	k we think it was a united jet sir that was bombed
1412:55	N299A	cleveland center five two niner niner alpha has ah sufficient fuel for ah onsite help
1413:03	IHD-R	november five two niner niner alpha roger ah you know what sir they're shutting down the whole system they're shutting a t c down so five two niner niner alpha i will write that down sir and if we ah need your help we'll give you a call at jimmy stewart do you have the field in sight five two niner niner alpha
1413:04	JST	westmoreland johnstown seventy three line
1413:20	N299A	ah we have the field in sight and we're gonna cancel advisories at this time
1413:23	JST	(unintelligible) westmoreland johnstown seventy three
1413:24	IHD-R	roger niner niner alpha cancellation is received squawk twelve hundred and you're cleared to leave center frequency appreciate your help sir
1413:31	N299A	alright ah do you need my phone number
1413:35	IHD-R	ah yes please can i have your number sir
1413:38	N299A	nine seven three nine eight three seven four four niner we'll be on the ground we'll be able to assist
1413:46	IHD-R	ok i have nine seven three nine eight three and what was the last part

1413:49	N299A	seven four four niner
1413:52	IHD-R	ok thank you very much sir and whats your name please
1413:55	N299A	hadow hotel alpha delter oscar whiskey
1414		
1414:01	IHD-R	ok and mister hadow thank you so much and ah appreciate ah the offer and we'll get back to you thank you
1414:08	N299A	alright
1414:09	IHD-R	november two zero victor foxtrot ah stand by one sec
1414:22	IHD-R	november two zero victor foxtrot ah appreciate your help sir you're now cleared recleared direct jonstown call the field in sight
1414:30	N20VF	very well direct johnstown lookin for the fields ah two zero victor foxtrot
1414:37	N102H	cleveland center ah malibu niner one zero two hotel
1414:42	IHD-R	malibu niner one zero two hotel go ahead
1414:46	N102H	ah niner one zero two hotel is ah thirty ah ah east of ah revloc enroute to louisville kentucky at one six thousand five hundred and i was getting flight following from new york center and they ah they cancelled me about an hour ago so i'm trying to pick up flight following from you
1415:07	IHD-R	ok malibu its nine one zero two hotel
1415:11	N102H	affirmative
1415:14	IHD-R	ok malibu nine one zero two hotel i would like you to squawk ah stand by for a squawk

1415:20	N20VF	and center two zero victor fox has johnstown in sight
1415:23	IHD-R	k november two zero victor foxtrot we very much appreciate your help sir sir can i get your name and phone number please
1415:31	N20VF	ah name is ah gladwell g l a d w e l l and the phone numbers ah three three six two five five seven eight eight three
1415:41	IHD-R	two five five seven eight eight three thank you very much mister gladwell you're cleared for the visual approach radar service is terminated contact the tower
1415:50	N20VF	cleared for the visual johnstown two zero victor fox thank you
1416		
1416:21	IHD-R	k november nine one zero two hotel gimme again your position sir
1416:25	N102H	nine one zero two hotel is twenty six east of the tyrone ah of the revloc v o r
1416:38	IHD-R	k november nine one zero two hotel squawk four one two six four one two six
1416:47	N102H	four one two six nine one zero two hotel
1416:55	IHD-R	k nine one zero two hotel i need you to ident sir and you have to land sir you have to come up with an airport altoona johnstown or palmer field
1417:06	N102H	ah johnstown zero two hotel
1417:12	IHD-R	sir we're evacuating ah all the buildings and the system is shutting down so i need you to land at whatever airport you can get to fastest
1417:21	N102H	ah zero two hotel ah looks like johnstown to me
1417:25	IHD-R	ok november nine one zero two hotel roger and you say you're a malibu sir

		is that correct
1417:30	N102H	its a malibu p a four six
1417:31	IHD-R	november nine one zero two hotel roger
1417:41	IHD-R	november nine zero two ah hotel radar contact fifteen miles northwest of the tyrone v o r
1418		

End of Transcript

Section 10.

FAA Form 8020-3, Facility Accident Notification Record

CONTROLLING FACILITY: (AREAV) REV: 12/5/00

ZOB-ARTCC-287
UAL93

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft [redacted] L 93

Date 9/11/01

The order and number of calls will be determined by the situation involved.

2G9 SOMERSET. PA SOMERSET COUNTY ARPT	Phone No.	Time	Initials Caller	 Recipient
Airport Emergency Equipment: EMERGENCY	814-445-4135	—		
Additional Emergency Equipment:		—		
Search & Rescue: LANGLEY AFB (LFI)	800-851-3051 574-8112 autovon			
Police:				
Region Operations Center: (ROC)	847-294-7401	1451	HA	RO
Washington Operations Center: (WOC) [1]	VIA ROC			
FSDO:	VIA ROC			
NTSB:	VIA ROC			
Area Office:	VIA ROC			
Facility Manager: (ZOB) RICHARD J. KETTELL Assistant Facility Manager: (ZOB) GARY KLINGLER	[redacted] CEL [redacted] CEL	✓		
Quality Assurance: BOB HERAK	[redacted] Home			
Approach Control Facility Manager:				
Airport Manager: HAROLD BERKLEY	[redacted]			
Airport Authority:				
Aviation Weather: (ZOB WX SERVICE UNIT)	EXT 0364	1616	HH	EM
National Weather Service: PITTSBURGH	412-262-1882			
Military Authority: (ZOB MILITARY)	EXT 0429			
Airways Facility Sector Mgr: NAS OPERATION MGR	EXT 0357			
Aircraft Operator:				
Altoona FSS	814-793-2152			
[redacted] LOHR [redacted]	814-445-1515	1507	HH	RL

[1] Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

FAA Form 8020-3 (1-86)

CONTROLLING FACILITY: (AREAV) REV: 12/5/00

ZOB-ARTCC-287
UAL93

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Ident: [redacted] L 93
Date: 9/11/01

The order and number of calls will be determined by the situation involved.

2G9 SOMERSET. PA SOMERSET COUNTY ARPT	Phone No.	Time	Initials Caller	Initials Recipient
Airport Emergency Equipment: EMERGENCY	814-445-4135	—		
Additional Emergency Equipment:		–		
Search & Rescue: LANGLEY AFB (LFI)	800-851-3051 574-8112 autovon			
Police:				
Region Operations Center: (ROC)	847-294-7401	1451	HA	RD
Washington Operations Center: (WOC) [1]	VIA ROC			
FSDO:	VIA ROC			
NTSB:	VIA ROC			
Area Office:	VIA ROC			
Facility Manager: (ZOB) RICHARD J. KETTELL Assistant Facility Manager: (ZOB) GARY KLINGLER	(b) (6) CEL (b) (6) CEL	✓		
Quality Assurance: BOB HERAK	(b) (6) Home			
Approach Control Facility Manager:				
Airport Manager: HAROLD BERKLEY	814-445-5320			
Airport Authority:				
Aviation Weather: (ZOB WX SERVICE UNIT)	EXT 0364	1616	HH	EM
National Weather Service: PITTSBURGH	412-262-1882			
Military Authority: (ZOB MILITARY)	EXT 0429			
Airways Facility Sector Mgr: NAS OPERATION MGR	EXT 0357			
Aircraft Operator:				
Altoona FSS	814-793-2152			
[redacted] LOHR [redacted]	814-445-1515	1507	HH	RL

[1] Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

FAA Form 8020-3 (1-86)

Section 11.

Personnel Statements

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND. Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving UAL93, at SOMERSET PA, at 09/11/01 1403 UTC. My name is DAVID M NORTON (HD). I am employed as an ATCS by the FAA at the CLEVELAND ARTCC.
I was working the FRANKLIN SECTOR position from 1242 to 1350.

UAL93'S FLIGHT THROUGH FRANKLIN'S AIRSPACE WAS NORMAL FROM INITIAL HANDOFF FROM N.Y. CENTER UNTIL HANDOFF TO LORAIN SECTOR. AFTER SWITCHING UAL93'S FREQUENCY I NOTICED A CHANGE IN THE ALTITUDE OF UAL93 AND CALLED LORAIN TO SEE WHAT WAS GOING ON AND TO VERIFY THEY WERE TALKING WITH THE AIRCRAFT.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

D M Norton 11-29-01

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ ACCIDENT involving UAL 93, at SOMERSET, PA, at 1437 9/11/01 My name is BRAD KENNEDY (KB). I am employed as an CPC by the FAA at the CLEVELAND ARTCC. I was working the FKL-D position from 1302 to 1350.

UA93 WAS WESTBOUND TOWARD DIB AT FL350. WE WERE BUSY DIVERTING AIRCRAFT FROM ZNY AIRSPACE, HANDED UAL93 OF TO SECTOR 49 ABOUT 20-30 MILES FROM BOUNDRY. ABOUT 10 MILES FROM BOUNDRY NOTICED UAL93 ALTITUDE DESCENDED SLOWLY TO 4 TO 5 HUNDRED FEET. WE ADVISED SUPERVISOR BARNETT TO WATCH AIRCRAFT SOMETHING- KB KB MIGHT BE WRONG AND THEN WE CONTINUED WORKING.

I DID NOT VIEW SATORI OR LISTEN TO TAPES TO CONFIRM MY STATEMENT, BUT WOULD LIKE TO VIEW + LISTEN TO THEM IN THE NEAR FUTURE.

I certify, to the best of my knowledge and recollection, the above statement is correct.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT

[signature] 9/13/01
Signature and Date

ZOB FORM 7210-11 (2/98) OPI- 30

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Jud R. Tolun (XO). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a descent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4, then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Jud R. Tolun February 16, 1995
Signature and Date

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ Accident involving UAL93, at LOR SECTOR, at SOMERSET, PA. JH CLE ARTCC 14:03Z 9/11/01 My name is JOHN WERTH (WH). I am employed as an CPC by the FAA at the CLE ARTCC. I was working the LOR RADAR position from 12:55Z to 16:18Z (9-11-01)

I WAS WORKING THE LORAIN RADAR POSITION, X WHEN THE INCIDENT WITH WAL93 OCCURED. I ISSUED TRAFFIC TO WAL93 AND RECEIVED A NORMAL RESPONSE FROM THE CREW. I HEARD TWO TRANSMISSIONS WHICH SOUNDED LIKE A STRUGGLE TOOK PLACE. SHORTLY AFTERWARDS THE AIRCRAFT DESCENDED SEVERAL HUNDRED FEET. THE AIRCRAFT MADE AN ABRUPT TURN AT DJB VOR TO THE SOUTH. TWO MORE TRANSMISSIONS FOLLOWED, STATING THAT —

I certify, to the best of my knowledge and recollection, the above statement is correct.

(PAGE 2)

John L. Werth 9/13/01
Signature and Date

ZOB FORM 7210-11 (2/98) OPI- 30

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Fred R. Tolson (XO). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a descent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4, then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Fred R. Tolson February 16, 1995
Signature and Date

A BOMB WAS ON BOARD. THE AIRCRAFT HAD STARTED TO CLIMB AND WAS HEADING S/E IN THE GENERAL DIRECTION OF TWO OTHER AIRCRAFT WHICH I HAD ALREADY STARTED TO VECTOR AWAY FROM UAL93. WHEN UAL93 REACHED APPROX. FL410 HE STOPPED HIS BEACON SQUAWK. I THEN STARTED A PRIMARY TRACK TO FOLLOW THE TARGET. I RECEIVED NO MORE TRANSMISSIONS FROM UAL93, AND CONTINUED VECTORING SEVERAL OTHER AIRCRAFT WELL CLEAR OF HIS POSITION. I THEN TRASFERRED CONTROL OF THE DATA BLOCK TO THE AREA S/E OF MINE. TO MONITOR THE AIRCRAFT'S TRACK. I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

John L. Hartt

9/13/01

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving UAL 93, at Somerset, PA, at 09/11/01 1403 UTC My name is David Leister (LE). I am employed as an ATCS by the FAA at the Cleveland ARTCC.

I was working the LOR D position from 1317Z to ~~1400Z~~ 1618Z
1239Z ~~HR~~ DL 4-29-02 HR DL

I have listened to the voice tapes of UAL 93 and I would like to say I am deeply shocked and horrified about this event. The data tapes have recorded my computer input as well as my voice transmissions. As the events unfolded, I quickly realized there was nothing we could do for UAL 93. Our training and common sense dictated that we protect surrounding aircraft, and that became my primary goal. I called for a supervisor at the first indication of trouble, which brought two additional Controllers to our aid, making sure that we fulfilled our mission of protecting other aircrafts. God bless the souls of UAL 93.

I certify, to the best of my knowledge and recollection, the above statement is correct.

I do not remember what the various setting of the operational equipment were at the time of the incident.

David L Leister

ZOB-ARTCC-287
N591UA (UAL93)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ ACCIDENT involving UAL93, at ~~LOR SECTOR~~ Somerset, PA. ZOB, at 1403Z 09/11/01 My name is Mike Zientarski (MZ). I am employed as an CPC by the FAA at the CLEVELAND ARTCC.

I was working the LOR. HANDOFF POS position from NOON 1330 to 1343.

I WAS PUT IN TO TRACK AT LOR. Radar because traffic was starting to build about that time UAL93 DESCENDING ABOUT 500 FEET. A TRANSMISSION WAS made that was unintelligible to me but another aircraft claimed to have heard that a bomb was on board. At that time I told another CONTROLLER to assist on the associate position. I then began to direct him to do point outs and reroute aircraft away from our sector, Southeast of DJB Radar contact was lost and the I helped to reestablish his positioning. We continued tracking what we believed to be UAL93 AND I continued to have aircraft moved away. This continued until the target we believed to be UAL93 WAS OUT OF the airspace.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[signature] 9-13-01
Signature and Date

ZOB FORM 7210-11 (2/98) OPI- 30

MZ I do not rember what the various settings of the operational equipment were at the time of the accident.

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Fred R. Tolum (XO). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a descent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4, then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Fred R. Tolum February 16, 1995
Signature and Date

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ Accident involving UAL 93, at Somerset PA, at 09/11/01 1403 UTC My name is Mark Saunders (MS). I am employed as an Air Traffic Controller by the FAA at the Oberlin - Cleveland Center. I was working the Assoc. Radar (D-SIDE) position from 1333 to 1400.

I was told to plug in and help the D-SIDE position, because of the unusual situation. I saw UAL93 make radical turns and head to the southeast. THE transponder went off and we tracked the primary target. I told sectors around us about this and to move all aircraft ~~[redacted]~~ ground stop because we didn't know what altitude he was at.

I do not remember what the various settings of the operational equipment were at the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Mark Saunders 12/10/01
Signature and Date

ZOB FORM 7210-11 (2/98) OPI- 30

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Fred R. Folum (XO). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a descent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4, then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Fred R. Folum February 16, 1995
Signature and Date

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving UAL 93, at Somerset, PA, at 09/11/01 UTC 1403 My name is George W. Keaton (VP). I am employed as an ATCS by the FAA at the Cleveland ARTCC.

I was working the IRL position from 1252 to 1420.

During the time in question I was the radar controller at the IRL sector, obviously aware at this time of what had occurred at the Pentagon and World Trade Center. During my time on position a PVD appeared on my scope with no altitude readout (UAL93). A controller from Area III appeared in the area and explained the aircraft was deviating from its flight path and no one was receiving altitude information. I was told to keep all aircraft away from UAL93, which was proceeding towards the Washington area approximately on J518

I certify, to the best of my knowledge and recollection, the above statement is correct.

George W. Keaton 12-9-01

ZOB-ARTCC-287
UAL93

I had to vector 2-4 aircraft away from the flight path of UAL93, including one NWA flight and a C130 proceeding northwest on J518. I remember turning the C130 to about a 030 heading because of its speed. Observing UAL93, I saw it proceed almost directly over the PIT area, and the southeast of PIT it made an abrupt turn ~~for~~ VP to the northeast for about 10-15 miles. Once it turned back toward the Washington area it disappeared from my scope one to two minutes later. Sometime during this period I was ordered to land all aircraft. I asked the pilot of the C130 if he had observed anything off his left side. He said he observed a dark cloud of smoke off his left in the clouds. I asked for approximate distance and, if I remember correctly, he said about 15 miles. As I turned and told my supervisor (Tim Gress), I heard someone in Area IV say they had a visual sighting of the plane at low altitude. The location given by the C130 pilot was the approximate position UAL93 went down. A few minutes later I questioned the C130 pilot for his reason for being in the air. He informed me his mission was noncritical and he would call for ~~orders~~ VP orders. A few minutes later he requested clearance to YWG, which I gave.

At that point my airspace was sterile.

I do not remember what were the various settings of the operational equipment at the time of the accident

I certify, to the best of my knowledge and recollection, the above statement is correct.

Timothy W. Heaton 12-9-01

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ Not Accident involving UAL93, at Somerset PA, at 9-11-01/1403 My name is Linda Justice (LJ). I am employed as an ATCS by the FAA at the Cleveland ARTCC. I was working the IRL-D position from ~~1250~~ 1215 LAST 4-29-02 to 1420.

We were given a data block with which to track UAL93. The aircraft appeared to be heading toward Washington Center airspace. In an attempt to expedite the situation I put a change of routing in to reflect HGR → DCA. This was only to forward to information to the sectors the aircraft appeared to be tracking toward. I then called POT sector to verbally point him out and flashed the handoff to HGR sector. We took the handoff back when UAL93 changed direction to the east and did not resume the handoff to ZDC. Contact (visually) was lost with the target shortly thereafter.

I don't remember what the various assignments of the operational equip. were @ the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Linda Justice 9-12-01
Signature and Date

ZOB FORM 8020-287 (REV BY OPS 8/98)

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Fred R. Tolum (XO). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a descent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4, then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Fred R. Tolum February 16, 1995
Signature and Date

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND. Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ ACCIDENT involving UAL 93, at SOMMERSET PA, at 14032 9/11/01 My name is Donald Edward Lamerato (DF). I am employed as an Air Traffic Controller by the FAA at the Cleveland Center.

I was working the WIND R- position from 1234Z to 1413Z.

While working the R position of the WIND sector I had been notified that UAL93 was a hijacked plane had a bomb on board and was headed toward Pittsburgh Airport and WIND (DF) sector. UAL93 was tracking as a primary target with no altitude readout. UAL 93 was tracking passed PIT and near a VFR aircraft (N5696S) with whom I was in communication with, I asked the VFR pilot to look to his left and up to see if he could see him visually. The VFR aircraft (DC) reported the B757 about 1000 feet above him which would put him at about 8000 FT. The VFR pilot reported the UAL93's landing gear was down and his wings were rocking back and forth. UAL93 began to track NE toward JST Tower, Tower was then advised of the situation. Shortly after UAL93 turned SE (DC) then the primary target disappeared in the Sommerset area.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Donald Edward Lamerato 9-13-01
Signature and Date

I did not review SATORI and voice tape information and I would like to do so before I make a final statement.

ZOB FORM 7210-11 (2/98) OPI- 30

I do not remember what the various settings of the operational equipment were at the time of the accident.

Donald Edward Lamerato 9-16-01

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Fred R. Tolum (XG). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a decent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4. Then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Fred R. Tolum February 16, 1995
Signature and Date

: ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND. Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~incident~~ ACCIDENT involving UAL 93, at ~~CLEVELAND~~ SOMERSET, at 9/11/01 ~~1400Z~~ 1905Z. My name is BRIAN C. HALLOCK (AZ). I am employed as an ATCS by the FAA at the CLEVELAND CENTER. I was working the WMD-D position from 1342 to 1413.

UAL 93 WAS REPORTED VISUALLY BY A VFR AIRCRAFT AT 070 OVR ~~ZKR~~ LBE AIRPORT. VFR REPORTED HE HAD A UAL FLIGHT VISUALLY AND APPEARED 1000 FT ABOVE. REPORTED THE LANDING GEAR DOWN AND WINGS FLAPPING, AND SAID HE AIRCRAFT APPEARED TO BE IN DISTRESS. SHORTLY MINUTES LATER, UAL 93 APPEARED TO TRACK NE BOUND TOWARDS 1ST AIRPORT. TOWER WAS ADVISED AIRCRAFT WAS DOWN HIGH TRACKED, MAY HAVE A BOMB, AND TO EVACUATE. SHORTLY AFTER, UAL TURNED SE AND DROPPED TRACK ON SECTOR BOUNDRY

I do not remember what the various settings of the operational equipment were at the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

9/16/01
Signature and Date

I DID NOT REVIEW SATORI OR VOICE INFORMATION, AND WOULD LIKE TO DO SO PRIOR TO MAKING A FINAL STATEMENT.

ZOB FORM 7210-11 (2/98) OPI- 30

ARV-ATCT-004
N1234A

SAMPLE PERSONNEL STATEMENT BY THE ARRIVAL CONTROLLER AT AIRVILLE ATCT

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
AIRVILLE AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

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This statement concerns the accident involving N1234A at Airville, AR., at February 9, 1995 1832 UTC. My name is Fred R. Tolum (X6). I am employed as an Air Traffic Control Specialist by the FAA at the Airville Airport Traffic Control Tower, Airville, Arkansas. I was working the Approach Control position from 1740 UTC to 1840 UTC.

Text of statement:

I received a hand off on N1234A from the Memphis ARTCC. I issued the pilot of N1234A a decent clearance to 3,000 feet and vectored the aircraft for an ILS approach to runway 4. I cleared the pilot of N1234A for an ILS approach to runway 4. then gave the pilot instructions to contact the local controller. I do not remember what the various settings of the operational equipment were at the time of the accident.

The personnel statement is to be printed. However, due to the limitations of the software, we have (incorrectly) demonstrated a written statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Fred R. Tolum February 16, 1995
Signature and Date

ZOB-ARTCC-287
UAL93

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND. Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving UAL93, at the vicinity of 269 at Somerset Sept. 11, 2001 1403Z My name is STACEY TAYLOR (ST). I am employed as an ATC by the FAA at the Oberlin Air Traffic Center. I was working the IHD position from 1314 Z to 1417Z.

I was working the Indianhead Sector and observed the primary target and associated data block of UAL93 enter my airspace, altitude and flight path unknown. I had been told the aircraft was a hijacking and that there was a bomb aboard the aircraft. At some point I was given the hand-off on UAL93, but at no time did I have communications with the aircraft. I observed the aircraft heading toward Johnstown and attempted

I certify, to the best of my knowledge and recollection, the above statement is correct.

ST

to get another [redacted] aircraft out of his flight p[redacted]. We had been told that the aircraft was reported to be flying at 17,500 feet by a Supervisor. UAL93 flight then appeared to take a turn down toward the southeast and I had two radar hits on him showing an altitude of 8,200 feet. I turned my aircraft back to the north to avoid UAL93 and around the Somerset airport, shortly after the turn, I lost the primary target on UAL93 and we suspected it had gone down. I then vectored N20VF toward the suspected incident site and asked if he would look for smoke. I explained that we were looking for a downed aircraft that may have a bomb on board, and we didn't know if the bomb had gone off. He said he would overfly the site and he spotted smoke and flames and gave us the position of the crash site and a description of the area. I do not remember what the various settings of the operational equipment were at the time of the accident.

[redacted] 9/16/01

Section 12.

Weather Products

ZOB-ARTCC-287
N591UA(UAL93)

Cleveland ARTCC September 11, 2001

NWS SRRS PRODUCTS FOR:
2001091110 to 2001091115

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SAUS70 KWBC 111000
KJST 110954Z AUTO 27006KT 10SM CLR 12/11 A3023 RMK AO2 SLP233
     P0001 T01170106=

SAUS70 KWBC 111100
KJST 111054Z AUTO 27007KT 10SM CLR 12/11 A3024 RMK AO2 SLP236
     T01170106=

SAUS70 KWBC 111200
KJST 111154Z AUTO 26007KT 10SM CLR 13/11 A3025 RMK AO2 SLP242
     60001 70011 T01280111 10133 20111 53008=

SAUS70 KWBC 111300
KJST 111254Z AUTO 29008KT 10SM CLR 14/12 A3026 RMK AO2 SLP244
     T01440122=

SAUS70 KWBC 111400
KJST 111354Z AUTO 30009KT 10SM CLR 16/12 A3029 RMK AO2 SLP252
     T01560122=

SAUS70 KWBC 111500
KJST 111454Z AUTO 31009KT 10SM CLR 17/13 A3029 RMK AO2 SLP252
     T01720128 51011=
```

I certify that this is a true copy of the original which has been forwarded to the National Weather Service Records Center.

Garrett O'Connor
QAS Specialist

Cleveland ARTCC
January 15, 2002

Section 13.

Other

ZOB-ARTCC-287
N591UA(UAL93)

U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Subject: **ACTION:** Chain of Custody of Official Government Records

Date: 9-12-01

From: Manager, Air Traffic Evaluations and Investigations, AAT-20

Reply to Attn. of:

To: Manager

By direction of the Administrator of the Federal Aviation Administration, this document contains Chain of Custody for requested original ~~AAT~~ recordings and related documentation from the parent facility. The individuals listed below shall document the transfer of this data from custodian to custodian.

ALL ORIGINAL VOICE RECORDINGS
REGARDING UAL 93:
~~#~~ 4 ORIGNAL 60 channel
tapes;
DARTS
1 TAPE (PRINTED + FLOPPY)
1 re-recording re FRANKLIN Sector
1 re-recording re LORAIN Sector

~~#~~ ORIGWAC TAPES
4B, 0000 - 1333, 9/11
4A, 1332 - 1344, 9/11
4B, 1344 - 1650, 9/11
7B, 0000 - 1650, 9/11 (replacement for 1B)

Received 9/12/01, 0245

A Wayne, AAT-200

for John David Canoles

ZOB-ARTCC-287
N591UA(UAL93)

U.S. Department
of Transportation
**Federal Aviation
Administration**

Cleveland ARTCC
326 E. Lorain Street
Oberlin, Ohio 44074

Subject: **ACTION**: Chain of Custody, UAL 93 Date: September 13, 2001

From: Assistant Manager, Quality Assurance, ZOB-505

Reply to
Attn. of: O'CONNOR:
216-774-0329

To: Federal Bureau of Investigation

This is to confirm that the Cleveland ARTCC released documents pertaining to the investigation of UAL 93. Copies of the following documents were released:

DART - ENTIRE RTE OF FLIGHT, ZOB

NTAP - ENTIRE RTE OF FLIGHT, ZOB

VOICE TAPES LOR-R
FKL-R
IRL-R
IHD-R

The documents were released to the following individual.

Michael E. Albert
Signature

MICHAEL E. ALBERT
Printed Name

9/13/01
Date

Robert G. Herak

ZOB-ARTCC-287
N591UA(UAL93)

U.S. Department of Transportation
Federal Aviation Administration

Memorandun

Subject: **ACTION**: Chain of Custody of Official Government Records

Date: 9-12-01

From: Manager, Air Traffic Evaluations and Investigations, AAT-20

Reply to Attn. of:

To: Manager

By direction of the Administrator of the Federal Aviation Administration, this document contains Chain of Custody for requested original AND recordings and related documentation from the parent facility. The individuals listed below shall document the transfer of this data from custodian to custodian.

ALL ORIGINAL VOICE RECORDINGS
REGARDING UAL93:
~~24~~ ORIGINAL 60 channel
tapes;
DARTS
2 TAPES (PRINTED + FLOPPY)
1 re-recording of BLANKENSHIP Sector
1 re-recording of LORAIN C. SECTOR
~~2~~ ORIG WAC TAPES
4B, 0000 - 1333, 9/11
4A, 1332 - 1344, 9/11
4B, 1344 - 1650, 9/11
7B, 0000 - 1650, 9/11 (replacement for 1B)
Received 9/12/01, 0245

A Wayne, AAT

John David Canoles

for

RECEIVED AT ZOB
ON 9/17/01 AT 1715 CDT
FROM WAYNE PIERCE
BY Garrett O'Connor
GARRETT O'CONNOR

ORIGINAL VOICE TAPES
RECEIVED BY: TONY MEL
9-12-01, 1045 AM
Received by AWAYNE PI
10:45 A
9-17-01